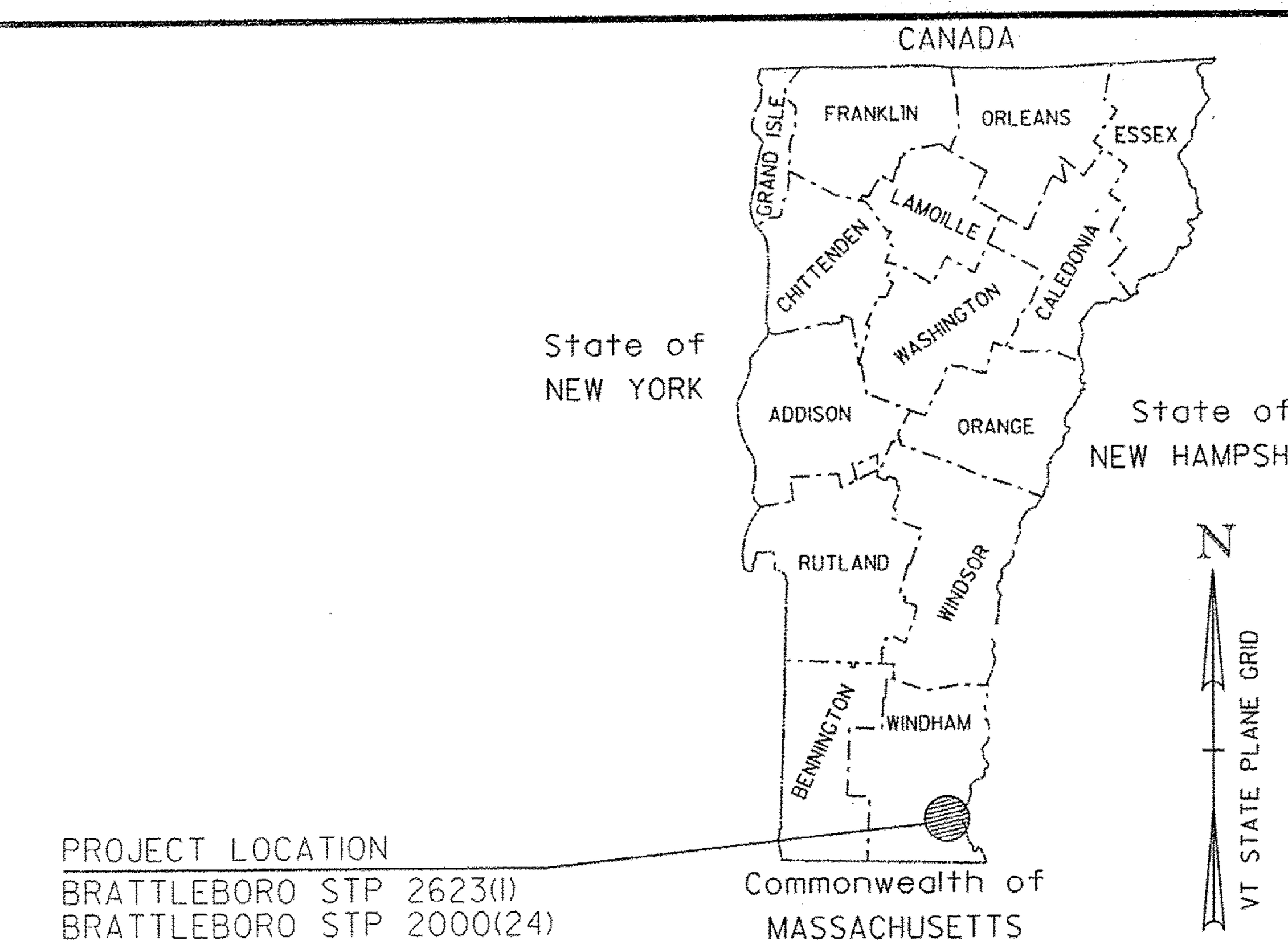
STATE OF VERMONT
AGENCY OF TRANSPORTATION

BRATTLEBORO STP 2623(1)
SEE SHEET 7 FOR ADDITIONAL PROJECT INFORMATION AND THE SUPERPAVE DESIGN CRITERIA.

BRATTLEBORO STP 2000(24)
SEE SHEET 87 FOR ADDITIONAL PROJECT INFORMATION.



PROPOSED IMPROVEMENT
TOWN OF BRATTLEBORO
COUNTY OF WINDHAM
US ROUTE 5, VT ROUTE 119,
VT ROUTE 142 & VT ROUTE 30

RECORD PLANS

CONTRACTOR: LANE CONSTRUCTION CORPORATION - BERLIN, VT

RESIDENT ENGINEER: CHRIS BARKER

CONSTRUCTION BEGAN: JULY 5, 2010

CONSTRUCTION COMPLETE: AUGUST 29, 2011

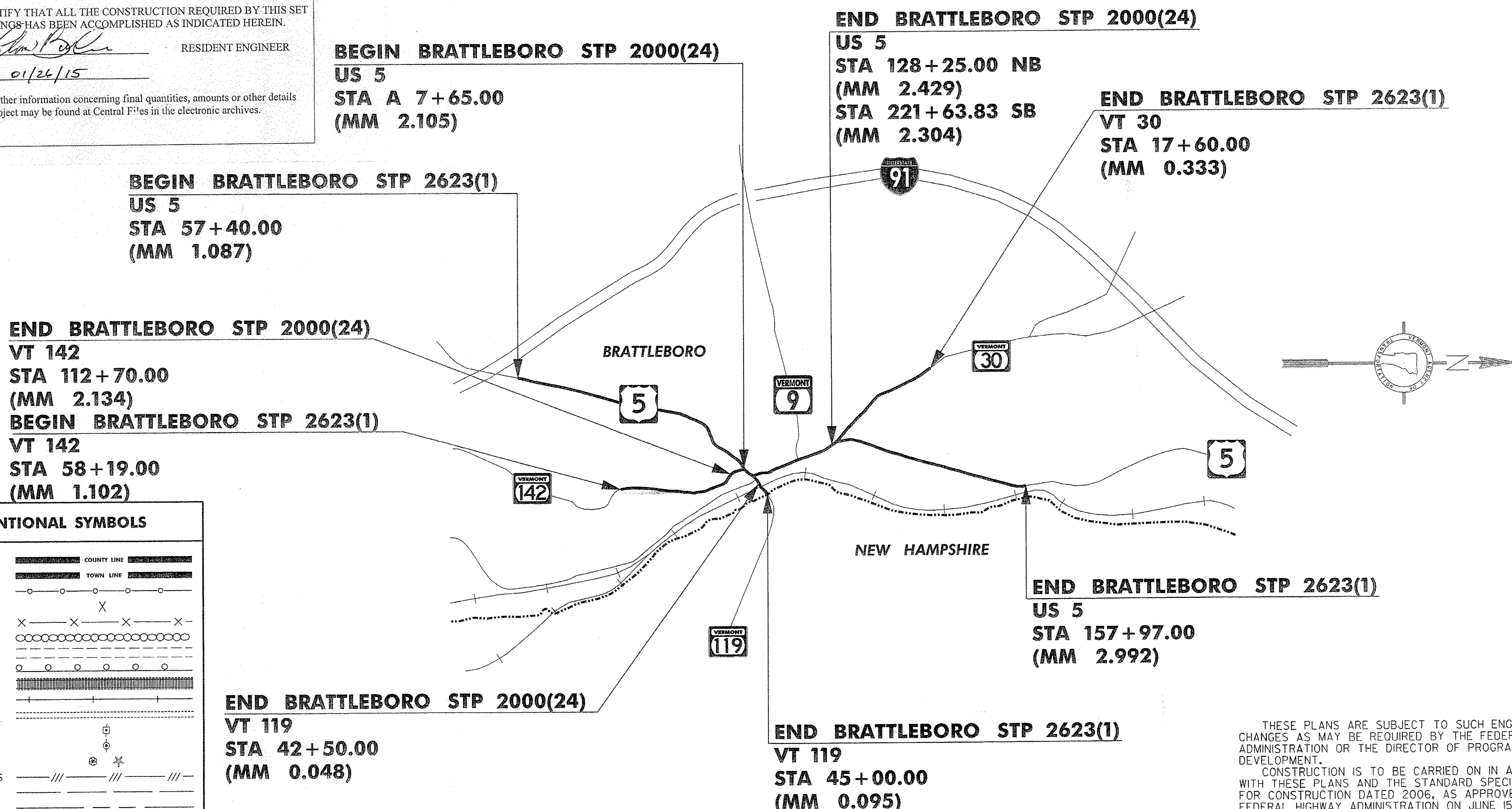
RECORD PLANS BY: C. BARKER & JENNA HYDE

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

BY [signature] RESIDENT ENGINEER

DATE 01/26/15

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.



CONVENTIONAL SYMBOLS

- COUNTY LINE
- TOWN LINE
- LIMITS OF ACCESS
- POINT OF ACCESS
- FENCE LINE
- STONE WALL
- TRAVELED WAY
- GUARD RAIL
- RAILROAD
- SURVEY LINE
- CULVERT
- POWER POLE
- TELEPHONE POLE
- TREES
- CONTROL OF ACCESS
- PROPERTY LINE
- R.O.W. TAKING LINE
- SLOPE RIGHTS
- TOP OF CUT
- TOE OF SLOPE

.5 0 .5 1
SCALE IN MILES

CLD CONSULTING ENGINEERS
FOR PROJECT STP 2623(1)

AECOM
FOR PROJECT STP 2000(24)
SHEETS 87 TO 111 AND SHEETS 131 TO 163

GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers
FOR PROJECT STP 2000(24)
SHEETS 112 TO 115 AND SHEETS 121 TO 130

UNLESS OTHERWISE NOTED, ALL DRAWING AND DETAILS ON THE PLANS ARE DRAWN "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 CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROJECT DEVELOPMENT
APPROVED [signature] DATE 4-16-10

PROJECT MANAGER : MICHAEL FOWLER

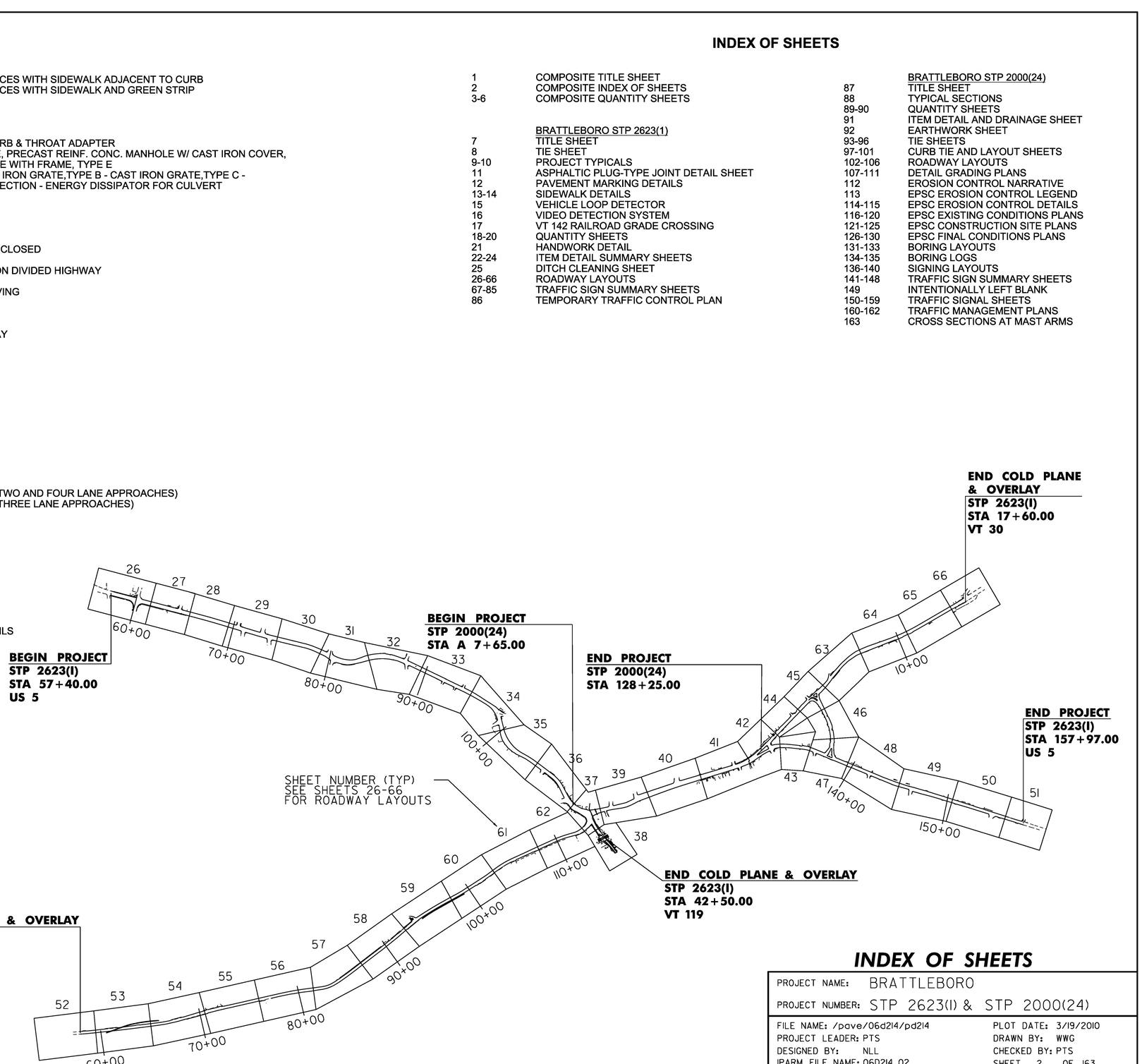
PROJECT NAME : BRATTLEBORO
PROJECT NUMBER: STP 2623(1)
STP 2000(24)

SHEET 1 OF 163 SHEETS

INDEX OF STANDARD PLANS

STD	DATE	DESCRIPTION
B-71	7/8/2005	RESIDENTIAL AND COMMERCIAL DRIVES
C-2A	10/14/2005	PORTLAND CEMENT CONCRETE SIDEWALK, DRIVE ENTRANCES WITH SIDEWALK ADJACENT TO CURB
C-2B	10/14/2005	PORTLAND CEMENT CONCRETE SIDEWALK, DRIVE ENTRANCES WITH SIDEWALK AND GREEN STRIP
C-3A	3/10/2008	SIDEWALK RAMPS
C-3B	3/10/2008	SIDEWALK RAMPS AND MEDIAN ISLANDS
C-10	2/11/2008	CURBING
D-3	6/1/1994	TREATED GUTTERS
D-9	6/1/1994	REINFORCED CONCRETE DROP INLET TOPS - VERTICAL CURB & THROAT ADAPTER
D-15	6/1/1994	PRECAST REINF. CONC. CATCH BASIN W/CAST IRON GRATE, PRECAST REINF. CONC. MANHOLE W/ CAST IRON COVER, CAST IRON GRATE WITH FRAME, TYPE D - CAST IRON GRATE WITH FRAME, TYPE E
D-16	6/1/1994	PRECAST CURB DI, GRATE, RCP END SECTION, ETC. - CAST IRON GRATE,TYPE B - CAST IRON GRATE,TYPE C - UNDERDRAIN RISER - REINFORCED CONCRETE PIPE END SECTION - ENERGY DISSIPATOR FOR CULVERT
D-20	3/3/2003	HIGHWAY CROSSING FOR UNDERGROUND UTILITIES
E-100A	1/2/2004	SIDE ROAD CONSTRUCTION APPROACH SIGNS
E-101	5/30/2003	CONSTRUCTION SIGN DETAILS
E-102	6/30/2003	CONSTRUCTION SIGN DETAILS
E-102A	5/1/2004	CONSTRUCTION SIGN DETAILS
E-103	3/1/2004	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED
E-106	3/1/2004	TRAFFIC CONTROL MISCELLANEOUS DETAILS
E-107	6/30/2003	DELINEATION, BARRICADES AND DETOURS FOR U-TURNS ON DIVIDED HIGHWAY
E-108	6/8/2009	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS
E-108A	6/8/2009	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS FOR PAVING
E-110	8/8/1995	MAJOR MAINTENANCE OPERATION LANE CLOSURE
E-111	3/11/1997	MINOR MAINTENANCE OPERATION
E-119	3/1/2004	UTILITY WORK ZONE
E-120	8/8/1995	STANDARD SIGN PLACEMENT - EXPRESSWAY AND FREEWAY
E-121	8/8/1995	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD
E-123	3/16/2004	GUIDE SIGN PLACEMENT - MISCELLANEOUS DETAILS
E-126	2/1/2000	TYPICAL FREEWAY INTERCHANGE SIGNING
E-130	8/8/1995	TYPE "B" GUIDE SIGN ATTACHMENT DETAILS
E-133	8/8/1995	SERVICE SIGN DETAILS
E-135	8/18/1995	INTERSTATE ROUTE MARKER SIGN DETAIL
E-136A	8/8/1995	U.S. ROUTE MARKER SIGN DETAILS
E-136B	8/8/1995	STATE ROUTE MARKER SIGN DETAILS
E-138	5/30/2003	MILEMARKER DETAILS - STATE AND TOWN HIGHWAYS
E-140	8/30/1996	REGULATORY SIGN DETAILS
E-141	9/20/1995	REGULATORY SIGN DETAILS
E-142	9/20/1995	REGULATORY SIGN DETAILS
E-143	6/15/2004	REGULATORY SIGN DETAILS
E-144	3/29/1999	REGULATORY SIGN DETAILS
E-145A	12/23/1994	REGULATORY SIGN DETAILS - LANE USE CONTROL SIGNS (TWO AND FOUR LANE APPROACHES)
E-145B	12/23/1994	REGULATORY SIGN DETAILS - LANE USE CONTROL SIGNS (THREE LANE APPROACHES)
E-146	9/20/1995	REGULATORY SIGN DETAILS
E-150	5/1/2004	WARNING SIGN DETAILS
E-152	5/1/2004	WARNING SIGN DETAILS
E-153	5/1/2004	WARNING SIGN DETAILS
E-153B	5/30/2003	WARNING SIGN DETAILS
E-154	5/1/2004	WARNING SIGN DETAILS
E-155	5/1/2004	WARNING SIGN DETAILS
E-164	6/8/2009	SQUARE STEEL SIGN POST
E-170	11/4/1999	TRAFFIC CONTROL SIGNALS PEDESTAL POST MOUNTED
E-171A	8/9/1995	TRAFFIC CONTROL SIGNALS GENERAL NOTES & DETAILS
E-171B	8/9/1995	TRAFFIC CONTROL SIGNALS MISC. DETAILS
E-171C	8/9/1995	TRAFFIC CONTROL SIGNALS CANTILEVER MOUNTING DETAILS
		PED. PUSH BUTTON ACCESSIBILITY DETAIL
E-172	8/9/1995	VEHICLE DETECTOR LOOP DETAILS
E-173	8/9/1995	PULLBOXES AND JUNCTION BOXES
E-175	6/8/2009	POWER DROP STANCHIONS
E-190	6/30/2003	RAILROAD CROSSING SIGNS AND PAVEMENT MARKINGS
E-191	2/1/1999	PAVEMENT MARKING DETAILS
E-192	10/12/2000	PAVEMENT MARKING DETAILS
E-193	8/18/1995	PAVEMENT MARKING DETAILS
E-197	4/1/2005	DELINEATOR PLACEMENT TYPICAL
E-198	4/1/2005	FREEWAY-EXPRESSWAY DELINEATORS AND MILEPOSTS
J-2	6/1/1994	CONCRETE STEPS-HAND RAILING

INDEX OF SHEETS



INDEX OF SHEETS

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I) & STP 2000(24)
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_02	SHEET 2 OF 163

MODEL: Default

CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

COMPOSITE QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES														TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
			STP 2623(1)					STP 2000(24)														
			ROADWAY	TRAINING	BRIDGE NO. 7	FULL C.E. ITEMS		ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL	FULL C.E. ITEMS		GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS
								2						2		EACH	REMOVING MEDIUM TREES	201.15	-			
			15					1						16		EACH	THINNING AND TRIMMING FOR SIGNS	201.31	2			FOR INDIVIDUAL PROJECT BREAKDOWN
			150					400						550		CY	COMMON EXCAVATION	203.15	29			SEE SHEETS 18-20 AND 89-90
			50					200						250		CY	SOLID ROCK EXCAVATION	203.16	13.7			
								90						90		CY	TRENCH EXCAVATION OF EARTH	204.20	8			
								15						15		CY	TRENCH EXCAVATION OF ROCK	204.21	1			
			1					1						2		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-			
								45						45		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	5			
			79800											79800		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	56			
								200						200		CY	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.26	25			
			250											250		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28	26.8			
								150						150		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	13			
			250											250		TON	AGGREGATE SHOULDERS, RAP	402.13	8			
			340					1						341		CWT	EMULSIFIED ASPHALT	404.65	9			
			1					1						2		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-			
			9900											9900		TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	34			
			1											1		LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-			
					50									50		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	3			
			35											35		LF	METAL HAND RAILING	525.15	2.1			
			3											3		CY	CONCRETE, CLASS B	541.25	0.4			
					50									50		CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	-			
								55						55		LF	8" CPEP(SL)	601.2603	4			
								5						5		EACH	PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE	604.20	-			
			16											16		EACH	CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES	604.40	-			
			64											64		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I	604.412	-			
			63					7						70		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	-			
			60											60		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS III	604.418	-			
			39											39		EACH	CHANGING ELEVATION OF SEWER MANHOLES	604.42	-			
								5						5		EACH	CAST IRON COVER WITH FRAME	604.55	-			
			30											30		HR	POWER GRADER RENTAL	608.15	3			
			95											95		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.			
			25											25		HR	POWER BROOM RENTAL, TYPE I	608.30	EST.			
			55											55		HR	POWER BROOM RENTAL, TYPE II	608.31	EST.			
			95											95		HR	TRUCK RENTAL	608.37	EST.			
			95											95		HR	LOADER RENTAL, TYPE I	608.40	EST.			

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I) & STP 2000(24)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_03

PLOT DATE: 05-APR-2010
DRAWN BY: WWG
CHECKED BY: PTS/NLL
SHEET 3 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

COMPOSITE QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
			STP 2623(1)					STP 2000(24)													
			ROADWAY	TRAINING	BRIDGE NO. 7	FULL C.E. ITEMS		ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS
											1		1		MGAL	DUST CONTROL WITH WATER	609.10	EST.			
											1.25		1.25		TON	DUST AND ICE CONTROL WITH CALCIUM CHLORIDE	609.15	0.13			FOR INDIVIDUAL PROJECT BREAKDOWN
			100										100		CY	STONE FILL, TYPE I	613.10	EST.			SEE SHEETS 18-20 AND 89-90
			230					400					630		LF	VERTICAL GRANITE CURB	616.21	54			
			95					300					395		LF	PRECAST REINFORCED CONCRETE CURB, TYPE B	616.26	37			
			65					500					565		LF	REMOVING AND RESETTING CURB	616.40	30			
			40					650					690		LF	REMOVAL OF EXISTING CURB	616.41	51			
								70					70		TON	BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS	616.47	9			
			470					1100					1570		SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10	72.2			
			830					230					1060		SF	DETECTABLE WARNING SURFACE	618.30	17			
			164										164		EACH	ADJUST ELEVATION OF VALVE BOX	629.20	-			
			4000					625					4625		HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.			
			10975					475					11450		HR	FLAGGERS	630.15	EST.			
			80										80		HR	FLAGGERS, RAILROAD	630.20	-			
						0.5						0.5	1		LS	FIELD OFFICE, ENGINEERS	631.10	-			
						0.5						0.5	1		LS	TESTING EQUIPMENT, CONCRETE	631.16	-			
						0.5						0.5	1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-			
						1950						1050	3000		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-			
									620				620		HR	EMPLOYEE TRAINEESHIP	634.10	EST.			
			0.5					0.5					1		LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
								1					1		LS	TRAFFIC CONTROL (STP 2000(24))	641.10	-			
			1										1		LS	TRAFFIC CONTROL (STP 2623(1))	641.10	-			
			0.50					0.50					1.0		LS	PUBLIC RELATIONS OFFICER	641.12	-			
			7					6					13		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-			
			20900										20900		LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	164			
			39200										39200		LF	DURABLE 4 INCH WHITE LINE, RECESSED POLYUREA	646.406	125			
			19200										19200		LF	DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC	646.412	103			
			19400										19400		LF	DURABLE 4 INCH YELLOW LINE, RECESSED POLYUREA	646.416	59			
			350										350		LF	DURABLE 8 INCH WHITE LINE, THERMOPLASTIC	646.442	7			
			30										30		LF	DURABLE 8 INCH YELLOW LINE, THERMOPLASTIC	646.452	3			
			900										900		LF	DURABLE 24 INCH STOP BAR, RECESSED TYPE I TAPE	646.487	-			
			311										311		EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-			
			2525										2525		LF	DURABLE CROSSWALK MARKING, THERMOPLASTIC	646.502	15			
			4										4		EACH	DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC	646.512	-			
			120900										120900		LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602	282			
			78600										78600		LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612	184			
			1000										1000		LF	TEMPORARY 6 INCH WHITE LINE, PAINT	646.622	25			
			700										700		LF	TEMPORARY 8 INCH WHITE LINE, PAINT	646.642	14			
			60										60		LF	TEMPORARY 8 INCH YELLOW LINE, PAINT	646.652	6			
			2020										2020		LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	6			

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1) & STP 2000(24)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_04

PLOT DATE: 09-APR-2010
DRAWN BY: WWG
CHECKED BY: PTS/NLL
SHEET 4 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

COMPOSITE QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
			STP 2623(1)					STP 2000(24)													
			ROADWAY	TRAINING	BRIDGE NO. 7	FULL C.E. ITEMS		ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS
			311										311		EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-			
			5050										5050		LF	TEMPORARY CROSSWALK MARKING, PAINT	646.702	30			FOR INDIVIDUAL PROJECT BREAKDOWN
			8										8		EACH	TEMPORARY RAILROAD CROSSING SYMBOL, PAINT	646.712	-			SEE SHEETS 18-20 AND 89-90
			1550										1550		EACH	LINE STRIPING TARGETS	646.76	31			
			600										600		SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85	-			
			300										300		SY	GEOTEXTILE UNDER STONE FILL	649.31	-			
											300		300		SY	GEOTEXTILE FOR SILT FENCE	649.51	16			
			35								1		36		LB	SEED	651.15	EST.			
											1		1		LB	SEED, WINTER RYE	651.17	EST.			
			255								5		260		LB	FERTILIZER	651.18	EST.			
			1								0.025		1.025		TON	AGRICULTURAL LIMESTONE	651.20	EST.			
			1								0.5		1.5		TON	HAY MULCH	651.25	EST.			
			25								6		31		CY	TOPSOIL	651.35	0.7			
											1		1		LS	EPSC PLAN	652.10	-			
											210		210		HR	MONITORING EPSC PLAN	652.20	EST.			
											1		1		LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	652.30	-			
			950										950		SY	TEMPORARY EROSION MATTING	653.20	43			
											36		36		EACH	INLET PROTECTION DEVICE, TYPE I	653.40	-			
											380		380		LF	PROJECT DEMARCATION FENCE	653.55	39			
										1			1		LS	TREE PROTECTION	656.85	-			
			980					369					1349		SF	TRAFFIC SIGNS, TYPE A	675.20	15.99			
			2000					717					2717		LF	FLANGED CHANNEL SIGN POST	675.301	5.17			
			240										240		LB	TUBULAR STEEL SIGN POST	675.33	17.2			
								37					37		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	-			
			2										2		EACH	FOUNDATION FOR TUBULAR STEEL POST	675.43	-			
			271					87					358		EACH	REMOVING SIGNS	675.50	-			
			60					27					87		EACH	ERECTING SALVAGED SIGNS	675.60	-			
								1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ ELLIOT STREET)	678.15	-			
								1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ FLAT STREET)	678.15	-			
								1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ HIGH STREET)	678.15	-			
								1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ VT ROUTES 142 & 119)	678.15	-			
			600										600		LF	VEHICLE LOOP DETECTOR	678.22	15			
								175					175		LF	WIRED CONDUIT (2 1/2")(PVC)	678.23	13			
								1650					1650		LF	WIRED CONDUIT (2")(PVC)	678.23	48			
								45					45		LF	WIRED CONDUIT (3")(PVC)	678.23	41			
								14					14		EACH	PULL BOX, STANDARD	678.25	-			
								3					3		EACH	JUNCTION BOX	678.26	-			
								860					860		LF	ELECTRICAL CONDUIT SLEEVE (8")(PVC)	678.30	-			
								1					1		EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ ELLIOT STREET)	678.40	-			
								1					1		EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ FLAT STREET)	678.40	-			

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1) & STP 2000(24)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_05

PLOT DATE: 14-APR-2010
DRAWN BY: WWG
CHECKED BY: PTS/NLL
SHEET 5 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

COMPOSITE QUANTITY SHEET 4

SUMMARY OF ESTIMATED QUANTITIES

STP 2623(1)					STP 2000(24)					TOTALS		DESCRIPTIONS				
ROADWAY	TRAINING	BRIDGE NO. 7	FULL C.E. ITEMS		ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
					1					1		EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ HIGH STREET)	678.40	-
1										1		LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-
					25					25		EACH	SPECIAL PROVISION (PARKING METER POST)	900.620	-
					1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ ELLIOT STREET)	900.620	-
					1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ FLAT STREET)	900.620	-
					1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ HIGH STREET)	900.620	-
					1					1		EACH	SPECIAL PROVISION (REMOVE AND RESET USPS MAILBOX)	900.620	-
					29					29		EACH	SPECIAL PROVISION (REMOVE PARKING METER POST)	900.620	
1										1		EACH	SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM)(VT ROUTE 142 @ TH 496)	900.620	-
1										1		LS	SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING)(VT ROUTE 142-AARDOT 247-380U)	900.645	-
1										1		LS	SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING)(VT ROUTE 142-AARDOT 247-380U)	900.645	-
1010										1010		SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)	900.675	9.3
1010										1010		SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)	900.675	9.3

DETAILED SUMMARY OF QUANTITIES

QUANTITY	UNIT	ITEMS
		FOR INDIVIDUAL PROJECT BREAKDOWN
		SEE SHEETS 18-20 AND 89-90

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1) & STP 2000(24)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_06

PLOT DATE: 20-APR-2010
DRAWN BY: WWG
CHECKED BY: PTS/NLL
SHEET 6 OF 163

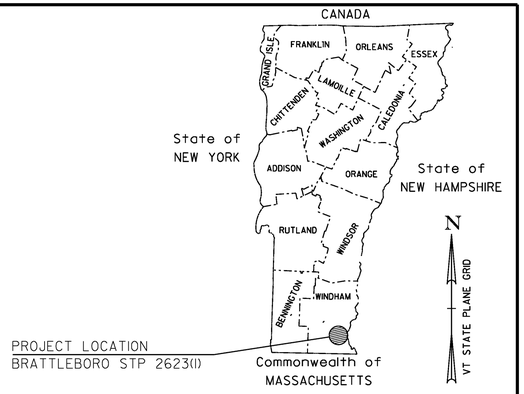
STATE OF VERMONT
AGENCY OF TRANSPORTATION

INDEX OF SHEETS

SEE SHEET 2

TRAFFIC DATA

LOCATION	AADT		DHV		ESALS	
	2010	2020	2010	2020	2010~2020	2010~2030
US 5						
BEGIN PROJECT TO FAIRGROUND RD	13,000	13,200	1300	1300	1,992,000	4,508,000
FAIRGROUND RD TO S. MAIN ST.	11,900	12,200	1200	1200	1,858,000	4,236,000
SOUTH MAIN ST. TO HIGH ST.	16,900	17,200	1700	1700	2,181,000	5,044,000
HIGH ST. TO LINDEN ST.	18,500	18,900	1800	1900	2,188,000	5,465,000
LINDEN ST. TO PARK PLACE	10,200	10,400	1000	1000	905,000	2,086,000
PARK PLACE TO END PROJECT	15,500	15,800	1500	1600	1,562,000	3,395,000
US 5 SOUTHBOUND						
PUTNEY RD TO APPROACH #1	9100	9300	900	920	720,000	1,668,000
APPROACH #1 TO APPROACH #2	11,200	11,500	1200	1200	3,273,000	6,619,000
APPROACH #2 TO VT 30/CHAPIN ST.	8200	8300	850	860	581,000	1,358,000
APPROACH #1						
PUTNEY RD TO PARK PLACE	3800	3900	380	390	387,000	903,000
APPROACH #2						
PARK PLACE TO VT 30	3100	3100	320	320	388,000	886,000
LINDEN ST						
PARK PLACE TO APPROACH #3	8600	8800	890	920	846,000	1,953,000
APPROACH #3						
APPROACH #3 TO US 5	6000	6200	620	650	615,000	1,439,000
LINDEN ST. TO US 5/WALNUT ST.	2600	2600	270	270	190,000	419,000
VT 30						
BEGIN PROJECT TO END PROJECT	6500	6700	730	760	935,000	2,150,000
VT 142						
BEGIN PROJECT TO MORNINGSIDE DR	1400	1400	180	180	863,000	1,787,000
MORNINGSIDE DRIVE TO BRIDGE ST.	2000	2100	210	220	866,000	1,870,000
BRIDGE ST. TO END PROJECT (US 5)	9300	9600	970	1000	1,644,000	3,774,000



PROPOSED IMPROVEMENT
TOWN OF BRATTLEBORO
COUNTY OF WINDHAM
US ROUTE 5, VT ROUTE 119, VT ROUTE 142 & VT ROUTE 30

US ROUTE 5: BEGINNING ON US ROUTE 5 IN BRATTLEBORO AT STATION 57+40.00 (MM 1.087) AND EXTENDING NORTHERLY ALONG US ROUTE 5 A DISTANCE OF 10,057.00 FEET (1.905 MILES) TO STATION 157+97.00 (MM 2.992) IN BRATTLEBORO.

US ROUTE 5 SB: BEGINNING ON US ROUTE 5 AT STATION 221+06.55 (MM 2.284) AND EXTENDING NORTHERLY ALONG US ROUTE 5 SB A DISTANCE OF 1,768.00 FEET (0.335 MILES) TO STATION 238+17.00 (MM 2.619)

VT ROUTE 119: BEGINNING ON VT ROUTE 119 AT STATION 40+00.00 (MM 0.000) AND EXTENDING WESTERLY ALONG VT ROUTE 119 A DISTANCE OF 500.00 FEET (0.095 MILES) TO STATION 45+00.00 (MM 0.095)

VT ROUTE 142: BEGINNING ON VT ROUTE 142 AT STATION 58+19.00 (MM 1.102) AND EXTENDING NORTHERLY ALONG VT ROUTE 142 A DISTANCE OF 5,623.00 FEET (1.065 MILES) TO STATION 114+42.00 (MM 2.167)

VT ROUTE 30: BEGINNING ON VT ROUTE 30 AT US ROUTE 5 SB AT STATION 0+00.00 (MM 0.000) AND EXTENDING NORTHERLY ALONG VERMONT ROUTE 30 A DISTANCE OF 1760.00 FEET (0.333 MILES) TO STATION 17+60.00 (MM 0.333)

PROJECT DATA	FROM	TO
US ROUTE 5	STA 57+40.00 (MM 1.087)	STA 157+97.00 (MM 2.992)
US ROUTE 5 SB	STA 221+06.55 (MM 2.284)	STA 238+17.00 (MM 2.619)
VT ROUTE 119	STA 40+00.00 (MM 0.000)	STA 45+00.00 (MM 0.095)
VT ROUTE 142	STA 58+19.00 (MM 1.102)	STA 114+42.00 (MM 2.167)
VT ROUTE 30	STA 0+00.00 (MM 0.000)	STA 17+60.00 (MM 0.333)

LENGTH OF ROADWAY = 19,650.45 FEET (3.722 MILES)

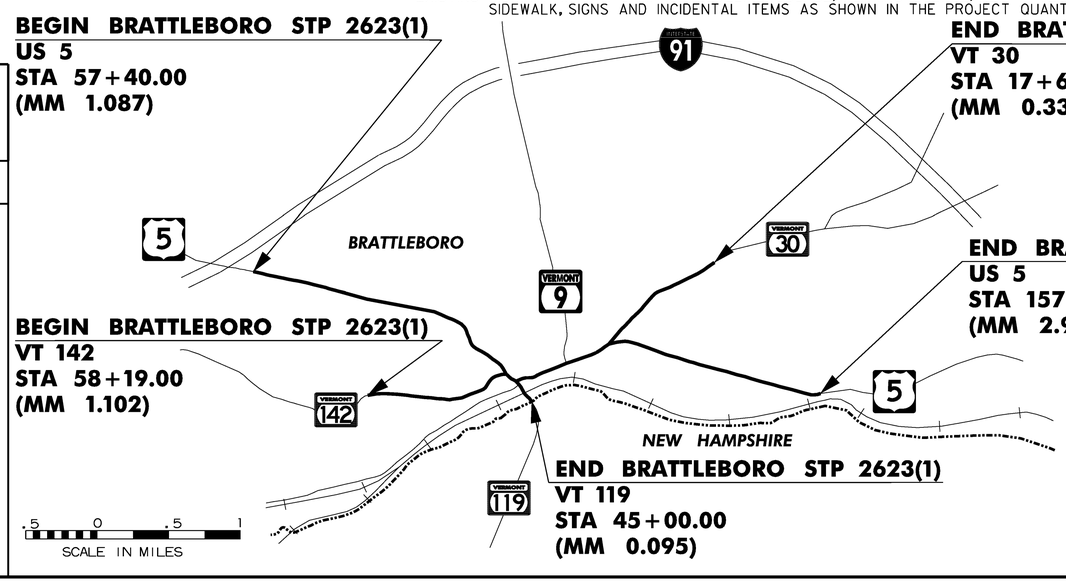
LENGTH OF PROJECT = 19,650.45 FEET (3.722 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING AND RESURFACING OF THE EXISTING HIGHWAY WITH A SHIM (OR LEVELING) COURSE, WEARING COURSE, NEW PAVEMENT MARKINGS, SIDEWALK, SIGNS AND INCIDENTAL ITEMS AS SHOWN IN THE PROJECT QUANTITIES.

CONSULTING ENGINEERS
540 Commercial Street
Manchester, NH 03101
Tel: (603) 668-8223
Fax: (603) 668-8802
email: cld@cldengineers.com
Maine • New Hampshire • Vermont

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
STONE WALL
TRAVELED WAY
GUARD RAIL
RAILROAD
SURVEY LINE
CULVERT
POWER POLE
TELEPHONE POLE
TREES
CONTROL OF ACCESS
PROPERTY LINE
R.O.W. TAKING LINE
SLOPE RIGHTS (SR SR SR)
TOP OF CUT
TOE OF SLOPE



BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	3,309,500
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADED ASPHALT BINDER	SEE SECTION 490 GENERAL SPECIAL PROVISIONS

UNLESS OTHERWISE NOTED, ALL DRAWING AND DETAILS ON THE PLANS ARE DRAWN '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 CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

PROJECT MANAGER : MICHAEL FOWLER

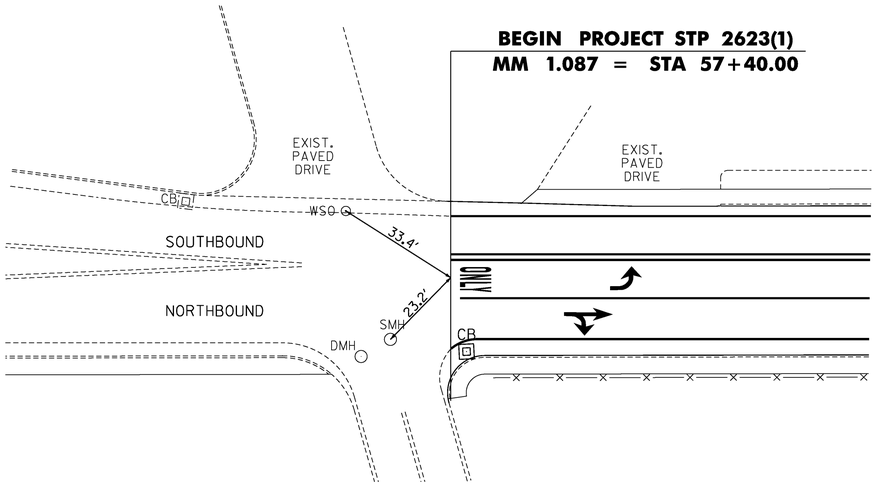
PROJECT NAME : BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

SHEET 7 OF 163 SHEETS

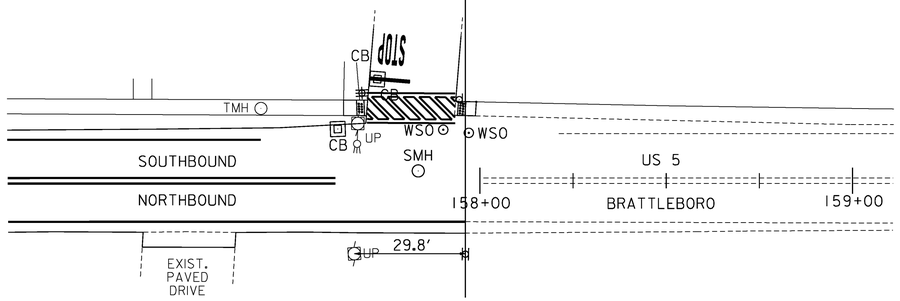
MODEL: Default
CLD 08-0323 z06D0214.dgn

BEGIN PROJECT STP 2623(1)
MM 1.087 = STA 57+40.00



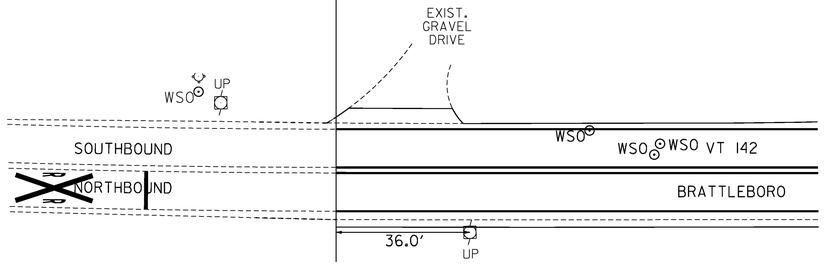
US 5
BEGIN PROJECT

END PROJECT STP 2623(1)
MM 2.992 = STA 157+97.00



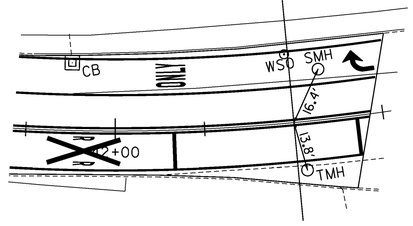
US 5
END PROJECT

BEGIN COLD PLANE & OVERLAY
MM 1.102 = STA 58+19.00



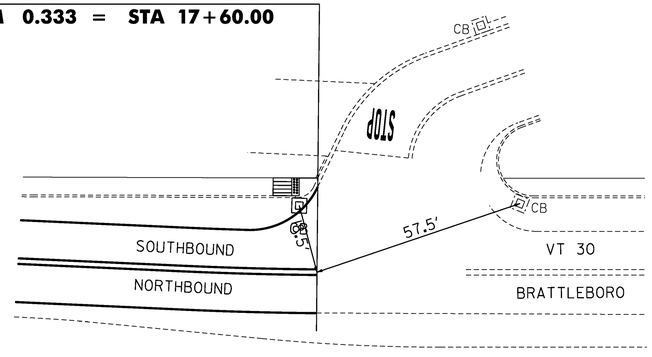
VT 142
STP 2623(1)

END COLD PLANE & OVERLAY
MM 0.048 = STA 42+50.00



VT 119
STP 2623(1)

END COLD PLANE & OVERLAY
MM 0.333 = STA 17+60.00

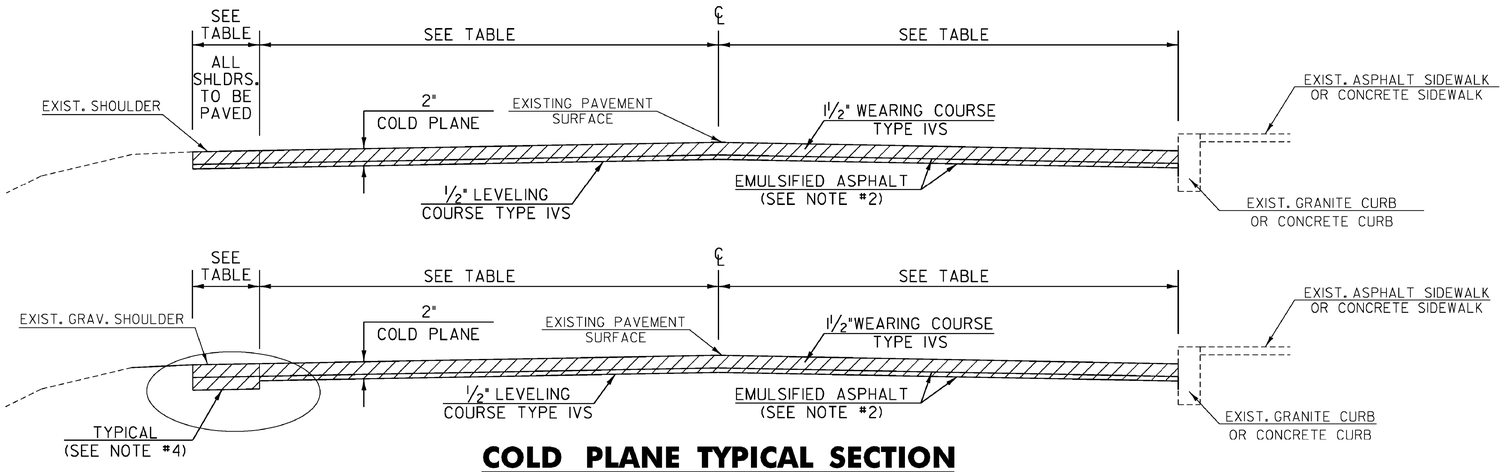


VT 30
STP 2623(1)

TIE SHEET

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2623(I)	
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_08	SHEET 8 OF 163

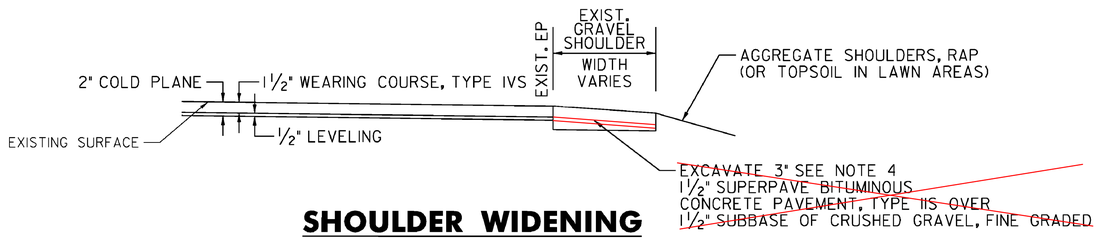
MODEL: Default
CLD 08-0324 z06D214.dgn



COLD PLANE TYPICAL SECTION

NOT TO SCALE

US 5 - 57+40 TO 157+97
US 5 (SB) -221+07 TO 238+17
VT 30 - 0+00 TO 17+60
VT 142 - 58+19 TO 114+42
VT 119 - 40+00 TO 42+50



SHOULDER WIDENING

LOCATION
58+19 TO 100+75 RT

PROJECT PAVING LIMITS

TOWN	BEGIN STATION	END STATION	SHOULDER	LANE TYPICAL	SHOULDER	WEARING DEPTH (in)	LEVELING DEPTH	LEVEL TYPE	NOTES
BRATTLEBORO									
US 5	57+40	89+16	VARIES	12.0-11.0-12.0	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	89+16	90+54	VARIES	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	90+54	109+35	VARIES	12.0-12.0	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	109+35	A 8+90	VARIES	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	A 8+90	A 9+50	VARIES	VARIES	VARIES	1¼"		IVS	COLD PLANE 1¼", OVERLAY 1¼", BRIDGE 7
	A 9+50	130+08	8.0	VARIES	8.0	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
US 5 (NB)	130+08	132+39	VARIES	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	132+39	136+85	VARIES	12.0-12.0	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	136+85	138+37	VARIES	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	138+37	157+97	VARIES	12.0-12.0	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
US 5 (SB)	221+07	126+25	VARIES	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	126+25	129+00	VARIES	11.0-11.0	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	129+00	132+59	VARIES	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	132+59	136+19	8.0	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	136+19	238+17	VARIES	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
VT 30	0+00	5+83	VARIES	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	5+83	7+93	VARIES	12.0-12.0	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	7+93	9+85	VARIES	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	9+85	17+60	VARIES	11.0-11.0	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
VT 119	40+00	41+53	VARIES	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	41+53	42+50	VARIES	(2) 10-11	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
VT 142	58+19	65+21	2.0	11.0-11.0	2.0	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	65+21	111+80	VARIES	11.0-11.0	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
	111+80	114+33	VARIES	VARIES	VARIES	1½"	½"	IVS	COLD PLANE 2", LEVEL AND OVERLAY

GENERAL NOTES

1. THE PAVEMENT WEARING COURSE SHALL BE TYPE IVS. THE LEVELING COURSE SHALL BE TYPE IVS, ITEM 490.30, AS SHOWN ON THE TYPICALS, UNLESS DIRECTED BY THE RESIDENT ENGINEER. ALL PG BINDER USED IN SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH SECTION 490 GENERAL SPECIAL PROVISIONS.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.025 GAL/SY OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = ¼" +/- (TOTAL THICKNESS EXCLUDING LEVEL COURSE).
4. EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 3" OR AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATION SHALL BE PAID FOR UNDER ITEM 608.25, ALL PURPOSE EXCAVATOR RENTAL, TYPE I. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED. EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE RESIDENT ENGINEER. THIS WORK SHALL BE DONE BEFORE THE LEVELING COURSE IS PAVED TO ALLOW ALL OF THE LIFTS OF PAVEMENT THROUGHOUT THE WIDENED AREA. SEE TABLE BELOW FOR EXISTING PAVEMENT WIDTHS.
5. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICALS OR AS DENOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGIN/END AND AT ALL SIDE ROAD APPROACHES AS SHOWN ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. ALL JOINTS SHALL BE SAW CUT, INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT.
6. BITUMINOUS CONCRETE PAVEMENT WORK, WHICH WILL INVOLVE SOME HAND-WORK (SUCH AS PUBLIC AND / OR PRIVATE DRIVES AND PERMITTED DRIVES), SHALL BE PAID FOR UNDER ITEM 900.675, SPECIAL PROVISION (HAND - PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES). BITUMINOUS CONCRETE MATERIAL PLACED BY MECHANICAL METHODS AT THESE LOCATIONS IS EXCLUDED. ALL OTHER BITUMINOUS MATERIALS PLACED WITHIN THE PROJECT LIMITS, WHETHER BY HAND OR MECHANICAL METHODS, SHALL BE PAID UNDER THE APPROPRIATE CONTRACT PAY ITEM FOR BITUMINOUS CONCRETE PAVEMENT.
7. ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.13, AGGREGATE SHOULDERS, RAP.
8. COMPACTION, GRADING, AND CLEAN UP OF ITEM 301.28, SUBBASE OF CRUSHED GRAVEL, FINE GRADED, ITEM 402.13, AGGREGATE SHOULDERS, RAP, AND ITEM 651.35, TOPSOIL IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF EACH ITEM.
9. ITEMS 604.40, 604.412, 604.415 AND 604.418 ARE ESTIMATED ITEMS AND SHALL BE PERFORMED AT LOCATIONS SHOWN ON THE LAYOUT SHEETS OR AS DIRECTED BY THE RESIDENT ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION MATCHES WITH THE SURROUNDING TERRAIN.
10. GRASS GROWING ADJACENT TO THE PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE PAVEMENT, SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
11. INSTALL NEW SIGNS, AS SHOWN ON THE PAVING LAYOUTS, ON FLANGED CHANNEL SIGN POSTS.
12. AN ESTIMATED QUANTITY OF ITEM 608.15, POWER GRADER RENTAL HAS BEEN INCLUDED FOR THE EXCAVATION OF UNPAVED SHOULDERS AND REMOVING BUILT UP SAND, SOD ETC. ADJACENT TO THE SHOULDER, IN NON-GUARDRAIL AREAS, TO ALLOW FREE DRAINAGE OFF THE SHOULDER.
13. ALL SIDE ROADS ARE TO BE PAVED 25 FEET FROM THE EDGE OF MAINLINE UNLESS OTHERWISE SPECIFIED IN THE PLANS OR DIRECTED BY THE RESIDENT ENGINEER.
14. IN AREAS OF HEAVY TIRE RUTTING AND DEFICIENT CROSS SLOPE OF THE ROAD, SPOT LEVELING WITH ITEM 490.30 TYPE IIS WILL BE REQUIRED PRIOR TO PAVING, AT LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER. PAYMENT WILL BE INCIDENTAL TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
15. POTHOLES SHALL BE REPAIRED WITH ITEM 402.13, AGGREGATE SHOULDERS, RAP OR 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AS DIRECTED BY THE RESIDENT ENGINEER.
16. THE CONTRACTOR SHALL MAINTAIN ADA ACCESSIBLE PEDESTRIAN ROUTES DURING SIDEWALK AND RAMP RECONSTRUCTION.
17. ALL DETECTABLE WARNING SURFACES SHALL BE CAST IRON SELECTED FROM THE AGENCY'S APPROVED PRODUCTS LIST.
18. EXISTING LOOPS SHALL BE DISCONNECTED AT THE CURB LINE PRIOR TO COLD PLANING.

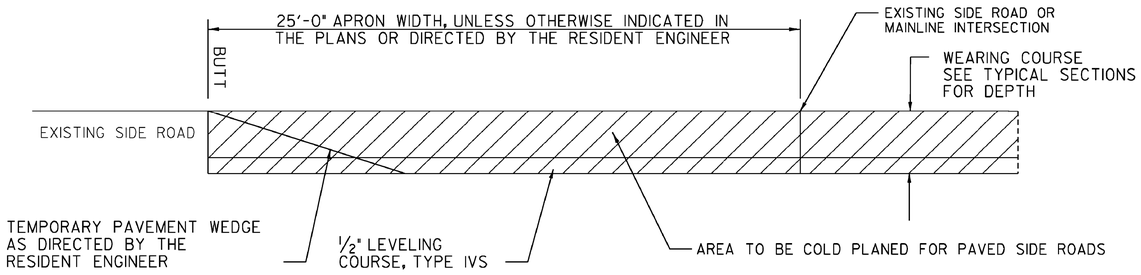
NOT TO SCALE

PROJECT TYPICAL SHEET 1

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_09
PLOT DATE: 3/19/2010
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 9 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

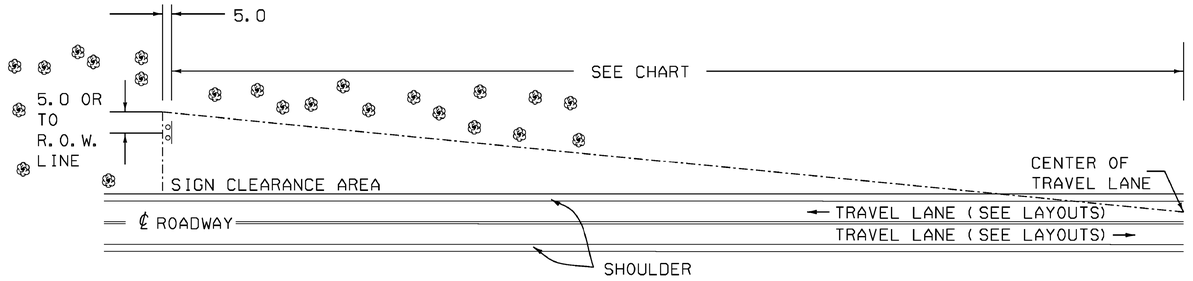


TRANSITION AREA DETAIL – SIDE ROADS

SEE LAYOUT SHEETS FOR LOCATIONS OF ALL SIDE ROADS

US 5 - STA 57+40 BEGIN PROJECT
RAMPS AND TOWN HIGHWAYS

US 5			US 5 (SB)		
TH 530	-	60+13 RT	TH 342	-	228+67 LT
TH 10	-	64+44 LT	CHAPIN ST	-	230+96 LT
TH 396	-	70+43 LT	VT 142		
TH 512	-	71+11 RT	TH 496	-	93+76 LT
TH 398	-	72+92 LT	VT 30		
TH 504	-	73+80 RT	TH 334	-	2+05 LT
TH 400	-	79+84 LT			
TH 494	-	80+49 RT			
TH 428	-	87+74 LT			
TH 486	-	88+10 RT			
TH 478	-	91+99 RT			
TH 476	-	93+31 RT			
TH 430	-	94+02 LT			
TH 11	-	98+58 LT			
TH 468	-	99+27 RT			
TH 468	-	105+94 RT			
TH 9	-	109+59 RT			
ARCH ST	-	A 10+42 RT			
TH 442	-	A 11+02 LT			
TH 11	-	A 13+69 LT			
TH 2	-	A 17+90 LT			
TH 346	-	B 23+91 LT			
TH 368	-	127+96 RT			
TH 366	-	131+55 RT			
TH 364	-	136+11 RT			
TH 362	-	141+92 RT			
TH 358	-	146+29 RT			
TH 356	-	154+65 RT			
TH 354	-	157+84 LT			



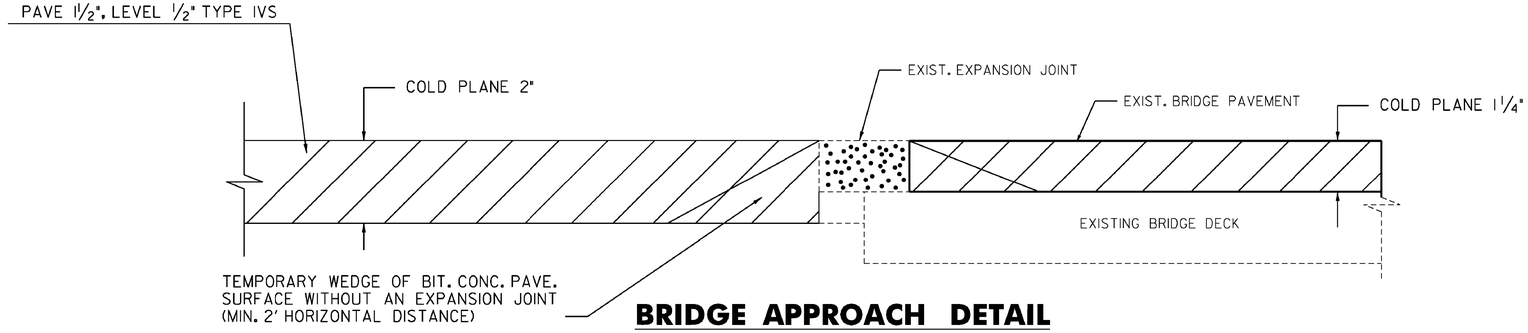
THE CONTRACTOR SHALL REMOVE ALL WOODY STEMMED GROWTH INCLUDING BRUSH, SAPLINGS AND TREE LIMBS GROWING WITHIN OR PROJECTING INTO THE CLEARANCE AREA AND DOWN TO GROUND LEVEL. PAYMENT WILL BE UNDER ITEM 201.31, THINNING AND TRIMMING FOR SIGNS. NO CHEMICALS (POISONS OR DEFOLIANTS) WILL BE ALLOWED.

MINIMUM SIGN SIGHT DISTANCE CHART

APPROACH SPEED (mph)	SIGHT DISTANCE (feet)
30 OR LESS	300
35	350
40	400
45	450
50	500
55	550

THINNING AND TRIMMING DETAIL

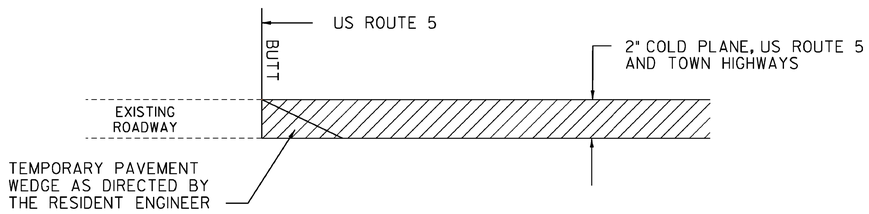
LOCATION	
US 5	US 5 SOUTHBOUND
62+08 LT	226+00 LT
93+43 RT	VT 30
101+09 LT	2+60 LT
	3+40 LT
	3+80 LT



BRIDGE APPROACH DETAIL

LOCATION

US ROUTE 5
BRIDGE 7 - A 9+19 (MM 2.136)



APPROACH AREA DETAIL – MAINLINE

LOCATION

US 5	-	57+40 BEGIN PROJECT
US 5	-	157+97 END PROJECT
VT 30	-	17+60 END COLD PLANE
VT 119	-	42+50 STOP COLD PLANE
VT 142	-	58+19 BEGIN COLD PLANE

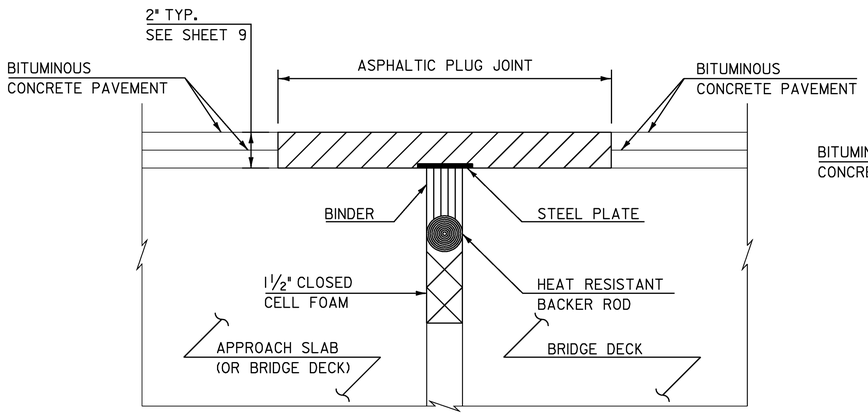
NOT TO SCALE

PROJECT TYPICAL SHEET 2

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

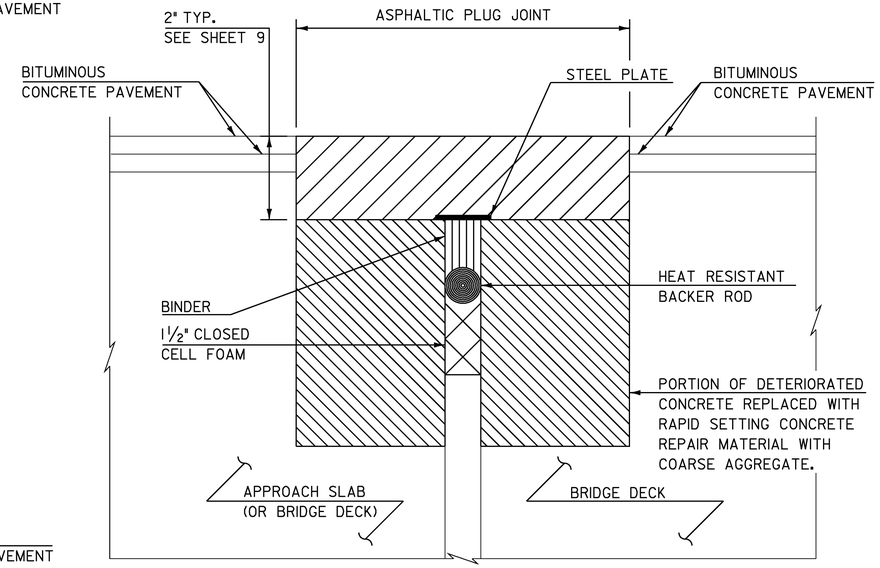
FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_10
PLOT DATE: 3/19/2010
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 10 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn



ASPHALTIC PLUG-TYPE JOINT DETAIL

(NOT TO SCALE)



ASPHALTIC PLUG-TYPE JOINT DETAIL REMOVAL OF > 2" DETERIORATED CONCRETE

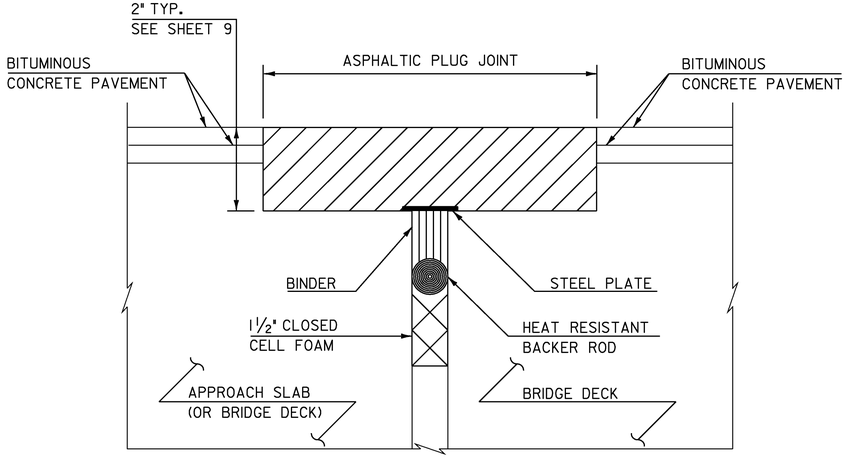
(NOT TO SCALE)

NOTES:

1. UPON ENCOUNTERING GREATER THAN 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE FORMED TO EXISTING ELEVATION.
2. REMOVAL OF THE DETERIORATED CONCRETE WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 580.20 "RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE".
3. REINFORCING STEEL NOT SHOWN FOR CLARITY.

BRATTLEBORO

BRIDGE #7 A 9+49 (MM 2.141) (47 FT. EXP. JOINT)



ASPHALTIC PLUG-TYPE JOINT DETAIL REMOVAL OF < 2" DETERIORATED CONCRETE

(NOT TO SCALE)

NOTES:

1. UPON ENCOUNTERING UP TO 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH THE ASPHALTIC PLUG JOINT MATERIAL AS DIRECTED BY THE RESIDENT ENGINEER.
2. REMOVAL OF THE DETERIORATED CONCRETE WILL NOT BE PAID SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE ITEM 516.10. THE ADDITIONAL PLUG JOINT MATERIAL BELOW THE DESIGN DEPTH TO REPLACE THE DETERIORATED CONCRETE WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE ITEM 516.10.

ASPHALTIC PLUG JOINT NOTES

I. INSTALLATION

A. LOCATE THE JOINT CENTRALLY OVER THE DECK OVERLAY EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.

B. REMOVE THE BITUMINOUS CONCRETE PAVEMENT FULL DEPTH AS SHOWN ON THE PLANS. THE PAVEMENT SHALL BE DRY AND SAW CUT TO THE LIMITS REQUIRED TO PLACE THE JOINT. A PNEUMATIC HAMMER AND CHISEL MAY BE USED ADJACENT TO THE CURB ONLY WHEN SAW CUTTING IS NOT POSSIBLE.

C. BLAST CLEAN THE JOINT AREA OF DEBRIS, ASPHALT AND SHEET MEMBRANE. THOROUGHLY DRY THE JOINT AREA WITH COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.

D. REPAIR SPALLED AND DEFECTIVE CONCRETE WITH AN APPROVED MATERIAL AS AGREED UPON BY THE ENGINEER.

E. PLACE PROPERLY SIZED HEAT RESISTANT BACKER ROD IN THE MOVEMENT GAP ALLOWING FOR 1" +/- OF BINDER ABOVE THE ROD.

F. HEAT AND PLACE THE BINDER MATERIAL AS RECOMMENDED BY THE MANUFACTURER.

G. PLACE 1/4" THICK BY 8" WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE THE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRESTAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER. THE STEEL PLATES MAY BE OMITTED WHERE THE ENGINEER DETERMINES THAT THE APPROACH SLAB OR BRIDGE DECK WILL PROVIDE INADEQUATE SUPPORT AND WHERE VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.

H. HEAT AND MIX THE BINDER MATERIAL AND AGGREGATE AS RECOMMENDED BY THE MANUFACTURER.

I. INSTALLATION OF MATERIAL, COMPACTION, AND TOP COATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.

J. IMMEDIATELY AFTER TOP COATING, CAST AN ANTI-SKID MATERIAL OVER THE JOINT TO REDUCE THE RISK OF TRACKING.

K. ONCE THE JOINT REACHES 82 DEG C(180 DEG F)+/-, WATER MAYBE USED TO EXPEDITE THE COOLING PROCESS.

L. PROTECT JOINT FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 51DEG C(125 DEG F) +/-.

2. WEATHER LIMITATIONS. (APPLY BINDER MATERIAL ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL OR AS RECOMMENDED BY THE MANUFACTURER):

A. THE AMBIENT AIR TEMPERATURE IS AT LEAST 10 DEG C (50 DEG F) AND RISING.

B. THE ROAD SURFACE IS DRY.

C. WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF SATISFACTORY WORK.

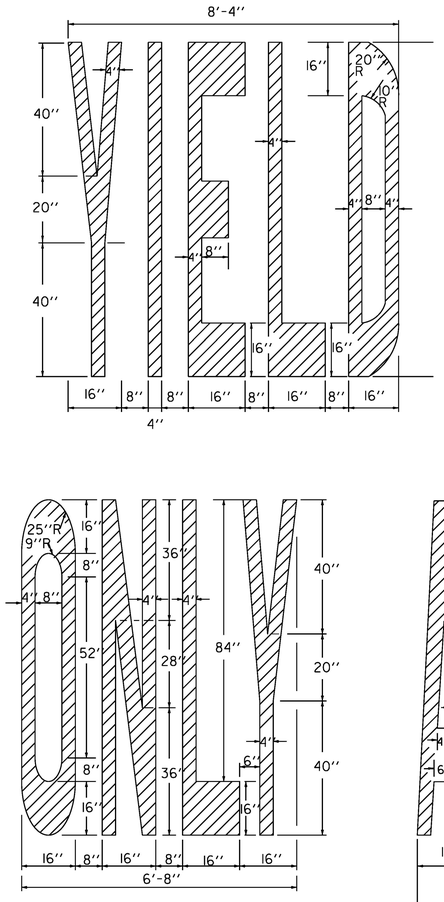
ASPHALTIC PLUG-TYPE JOINT DETAIL SHEET

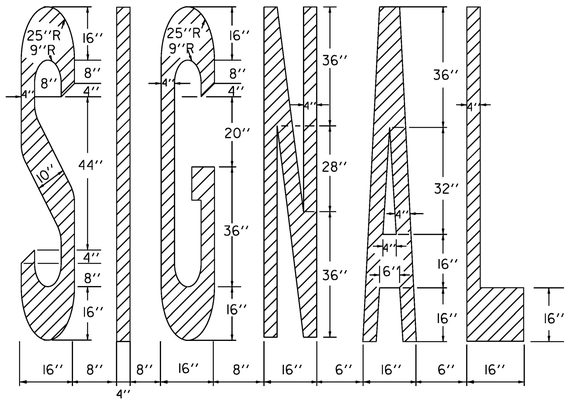
PROJECT NAME: BRATTLEBORO

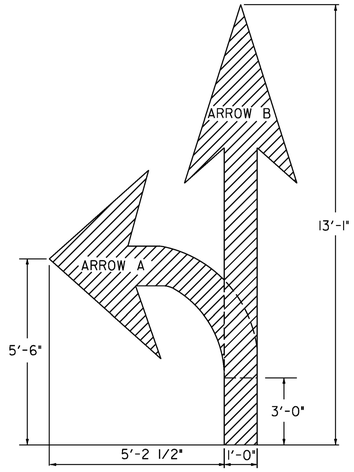
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_II

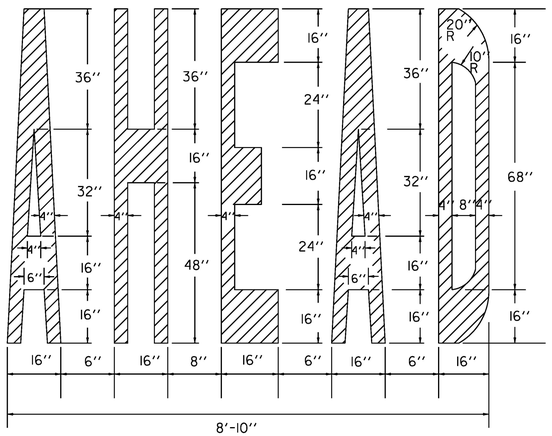
PLOT DATE: 06-APR-2010
DRAWN BY: WWG
CHECKED BY: PTS
SHEET II OF 163

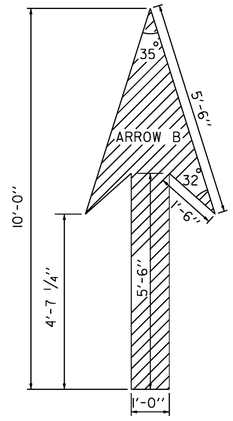




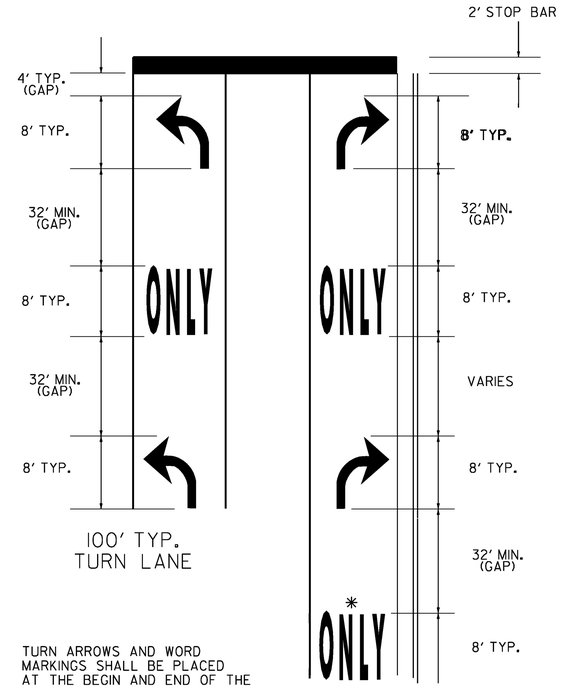


TO BE PAID AS TWO SYMBOLS





ARROW DETAILS



100' TYP. TURN LANE

200' TYP. TURN LANE

TURN ARROWS AND WORD MARKINGS SHALL BE PLACED AT THE BEGIN AND END OF THE LEFT OR RIGHT TURN LANE AND IN THE MIDDLE IF THE LANE LENGTH EXCEEDS 200'.

IF LANE LENGTH IS LESS THAN 50 FEET, ONLY ONE TURN ARROW PLACED AT THE BEGINNING OF THE SOLID LANE LINE, IS REQUIRED.

THE "ONLY" WORD MARKINGS SHALL BE USED TO SUPPLEMENT LANE-USE ARROW MARKINGS

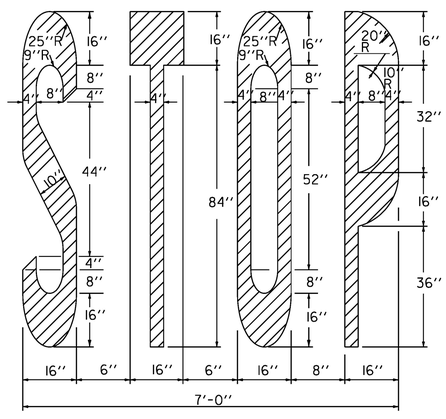
THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGE MARKINGS, SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS.

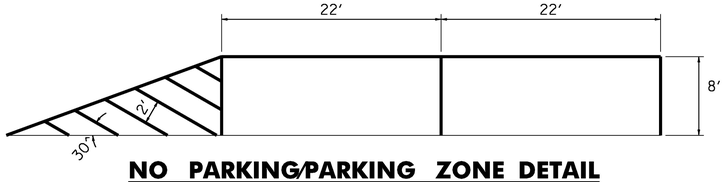
STOP BARS ARE INSTALLED ONLY WHERE A STOP SIGN OR TRAFFIC SIGNAL ARE LOCATED.

* A SECOND "ONLY" IS OPTIONAL WHEN SPACE PERMITS ARROW. MARKINGS START AT THE BEGINNING OF THE SOLID LANE LINE.

EXCLUSIVE TURN LANES (LEFT OR RIGHT) LANE LINES SHALL BE SOLID AND EXTEND BACK FROM THE STOP LINE TO THE POINT OF FULL LANE WIDTH OF THE TURN LANE.

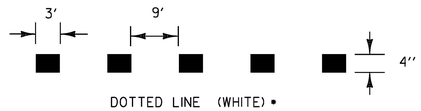
TYPICAL MARKINGS FOR TURN LANES



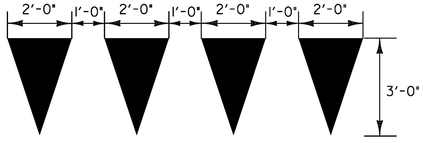


NO PARKING/PARKING ZONE DETAIL

• TO BE INSTALLED ONLY AT THE DIRECTION OF THE RESIDENT ENGINEER



DOTTED LINE (WHITE) •
DOTTED LINE (YELLOW) •



YIELD LINE DETAILS

TO BE INSTALLED ONLY AT THE DIRECTION OF THE RESIDENT ENGINEER TO BE PAID AS ONE LETTER OR SYMBOL PER TRIANGLE

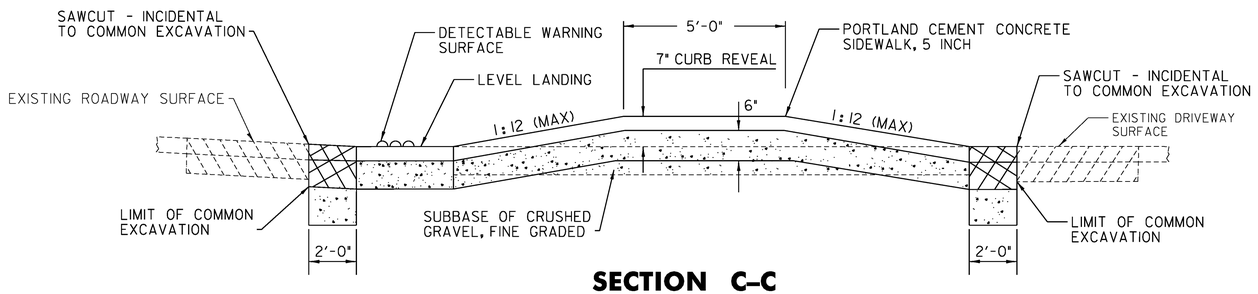
PAVEMENT MARKING DETAILS

NOT TO SCALE

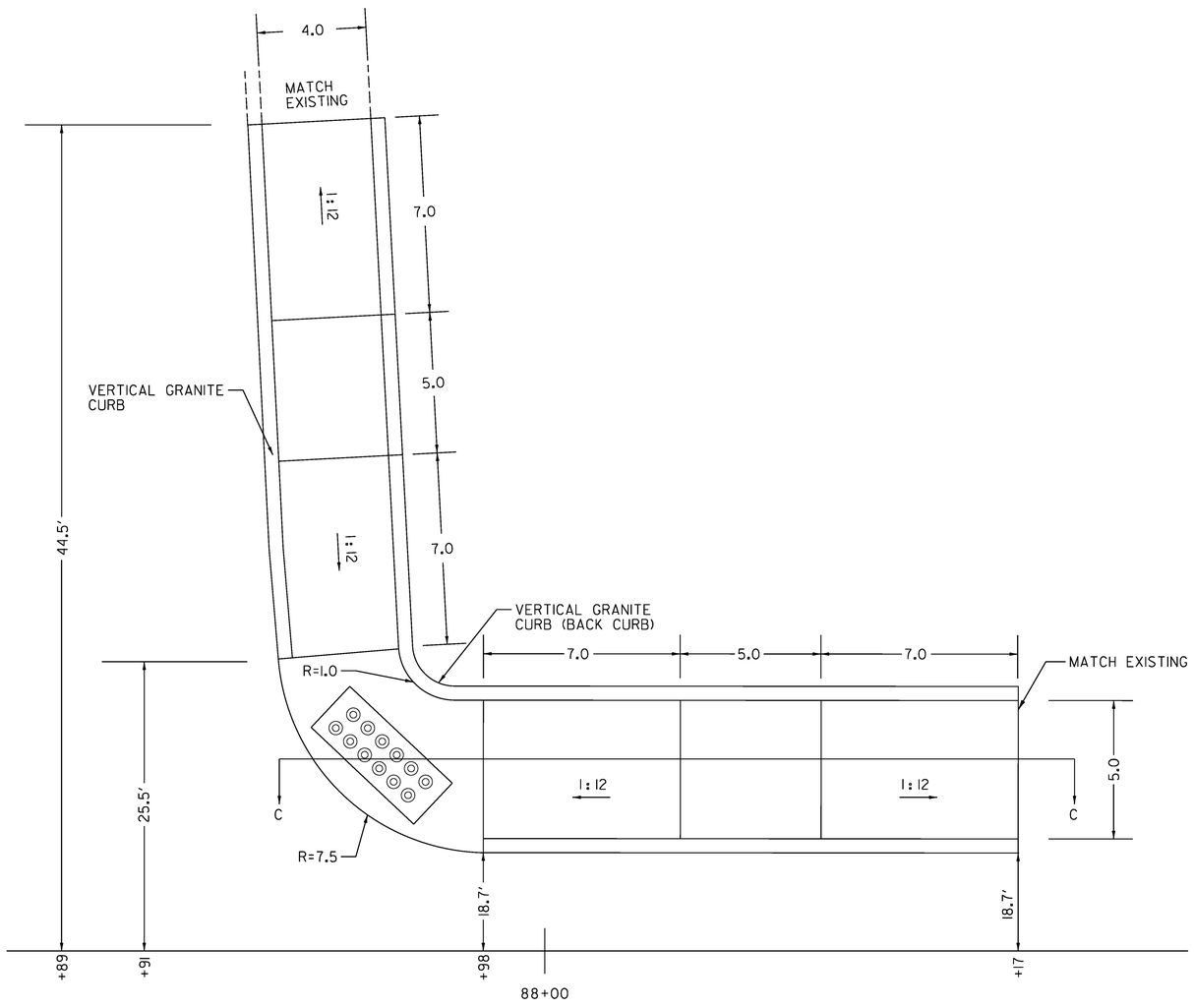
PAVEMENT MARKING DETAILS

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I)
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_12	SHEET 12 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

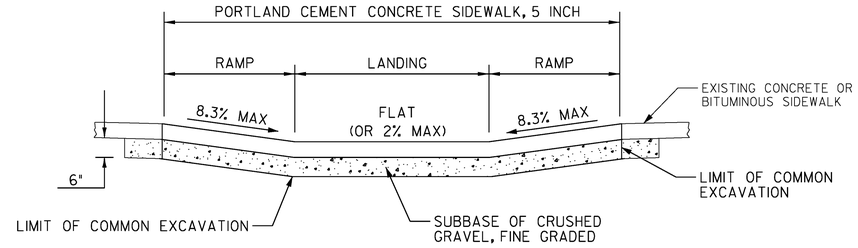


SECTION C–C

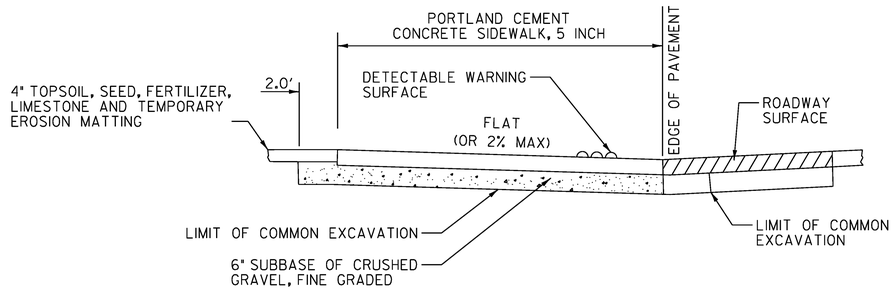


US 5 STA 87+98 LT

NOT TO SCALE



SECTION A–A



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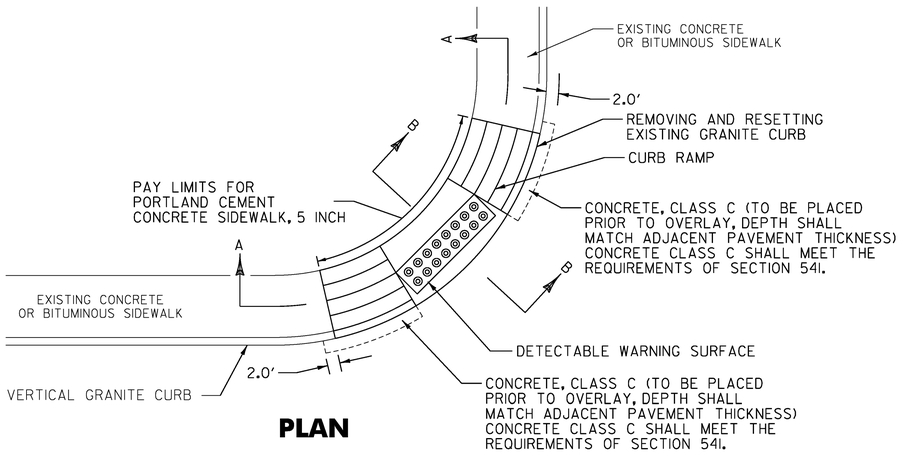


PLAN

SIDEWALK RAMP PAY LIMIT TYPICAL

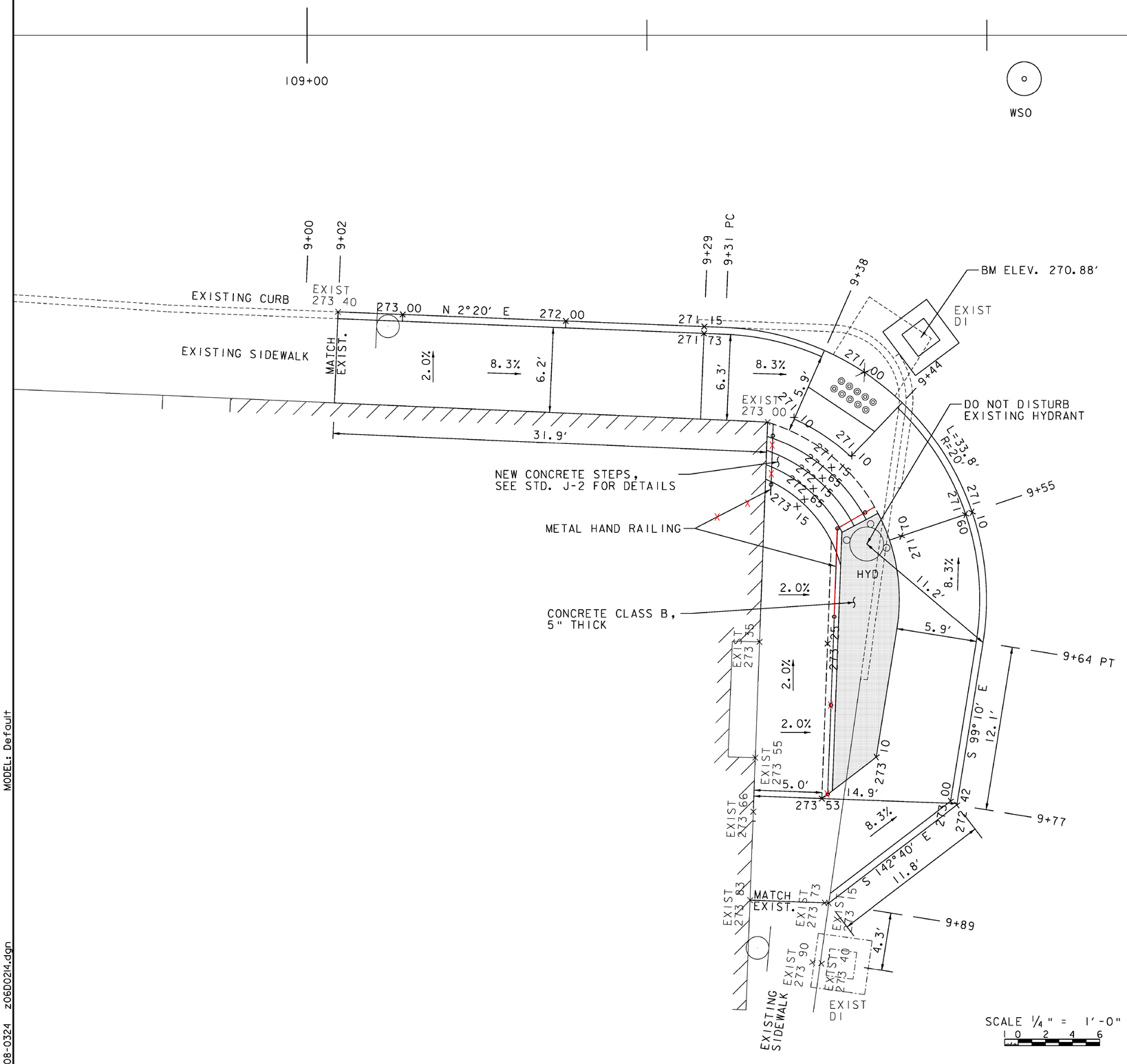
NOTE: THIS DETAIL IS FOR PAY LIMITS ONLY. FOR INDIVIDUAL RAMP CONFIGURATIONS, SLOPES, DIMENSIONS, ETC., SEE VTRANS STANDARDS C-3A & C-3B.

SIDEWALK DETAILS

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I)
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_I3	SHEET I3 OF I63

MODEL: Default

CLD 08-0324 z060024.dgn



METAL HAND RAILING
~~9+34 TO 9+39 RT~~
9+38 TO 9+42 RT

PRECAST REINFORCED CONCRETE CURB, TYPE B
9+02 TO 9+38 RT
9+44 TO 9+89 RT

DETECTABLE WARNING SURFACE
9+40 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
9+02 TO 9+89 RT

NOTES

1. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNER AT LEAST ONE WEEK PRIOR TO ANY SIDEWALK CONSTRUCTION ADJACENT TO THE BUILDING.
2. EXCAVATION OF THE EXISTING CONCRETE SIDEWALK SHALL BE PAID FOR AS ITEM 203.16 - SOLID ROCK EXCAVATION.
3. THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE THE BUILDING OR FOUNDATION DURING CONSTRUCTION. ANY DAMAGE INCURRED WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AT NO COST TO THE STATE OF VERMONT.

109+40 RT SIDEWALK

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2623(I)	
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: PTS	CHECKED BY: PTS
IPARM FILE NAME: 06D214_14	SHEET 14 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

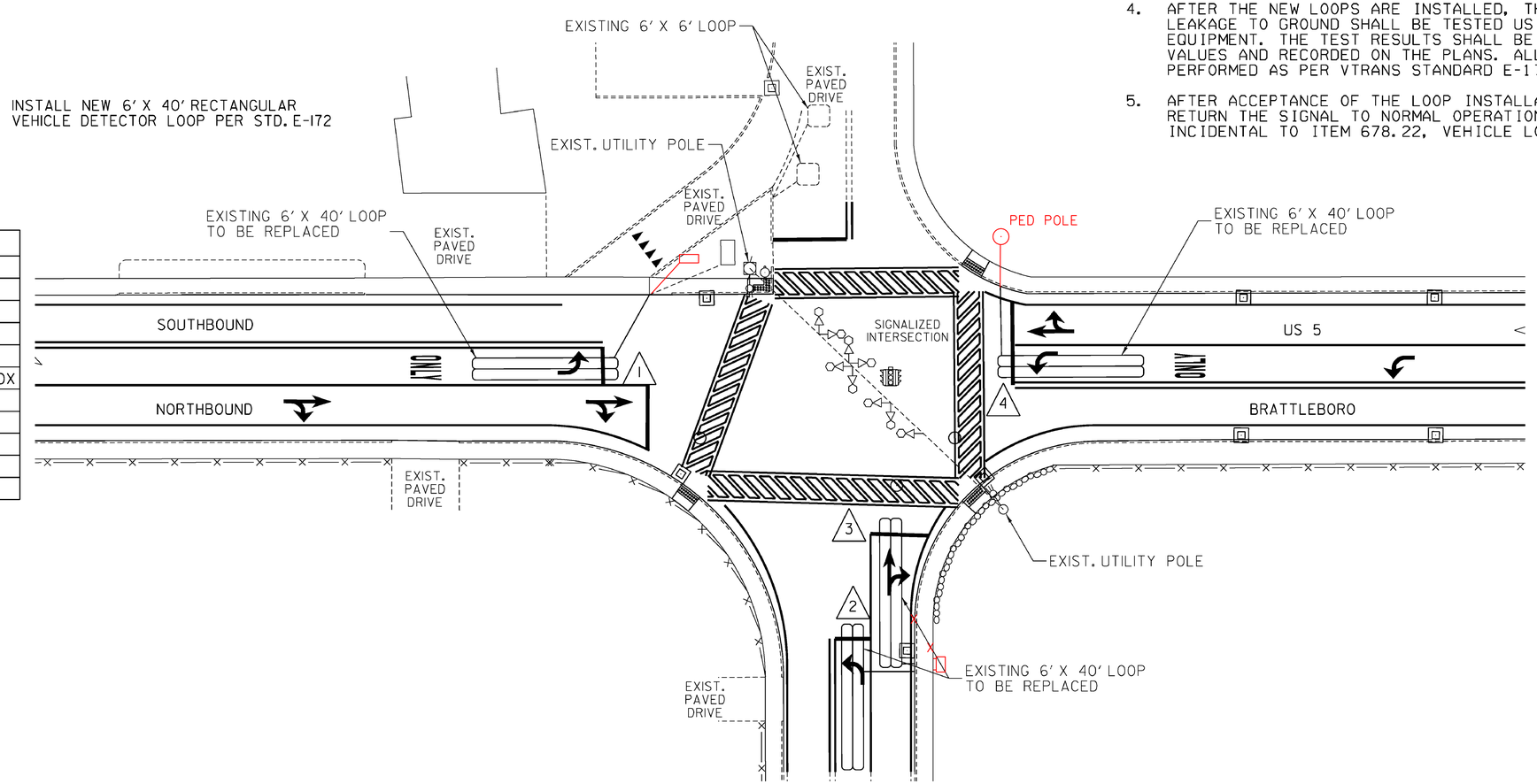
SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	QUANTITY
678.22	VEHICLE LOOP DETECTOR	600'

TRAFFIC SIGNAL INSTALLATION GENERAL NOTES

1. EXISTING LOOPS SHALL BE DISCONNECTED AT THE CURB LINE PRIOR TO COLD PLANING.
2. NEW LOOPS TO BE CUT INTO COLD PLANED SURFACE AND WIRED INTO EXISTING CONDUITS AT THE CURB LINE.
3. NO CHANGES TO THE EXISTING SIGNAL TIMING/ PHASING ARE TO BE MADE AT THIS INTERSECTION.
4. 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-172.
5. AFTER ACCEPTANCE OF THE LOOP INSTALLATION BY THE RESIDENT ENGINEER RETURN THE SIGNAL TO NORMAL OPERATION. ALL WORK REQUIRED SHALL BE INCIDENTAL TO ITEM 678.22, VEHICLE LOOP DETECTOR.

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



VEHICLE LOOP DETECTORS / TEST RESULTS

LANE	LOOP NO.	SIZE	NO TURNS	TYPE	CALL Ø	MODE	AMP.	INDUCTANCE micro - H CALCULATED	INDUCTANCE micro - H MEASURED	RESISTANCE OHM @ 77° C CALCULATED	RESISTANCE OHM @ 77° C MEASURED	(MEGOHM) LEAKAGE TO GROUND
NB	1	6' X 40'	2-4-2	LONG		PRESENCE	NON-DELAY	338		246		
EB	2	6' X 40'	2-4-2	LONG		PRESENCE	NON-DELAY	338		237		
EB	3	6' X 40'	2-4-2	LONG		PRESENCE	NON-DELAY	338		220		
SB	4	6' X 40'	2-4-2	LONG		PRESENCE	NON-DELAY	338		245		

ALL CALCULATED VALUES ARE AT THE CONTROLLER.
MEASURED VALUES MUST BE FILLED IN PRIOR TO JOB ACCEPTANCE

US 5 @ FAIRGROUND RD

THE LOCATION OF THE SIGNAL/PEDESTRIAN PEDESTALS IS APPROXIMATE. THE LOCATION AND DEPTH OF THE ELECTRICAL CONDUITS ARE UNKNOWN. THE CONTRACTOR MUST TAKE CARE NOT TO DAMAGE THE ELECTRICAL CONDUITS IN THE PROCESS OF COLD PLANING OR CONSTRUCTING SIDEWALK OR PEDESTRIAN RAMPS. ANY DAMAGE INCURRED WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AT NO COST TO THE STATE OF VERMONT.

NOT TO SCALE

VEHICLE LOOP DETECTOR

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

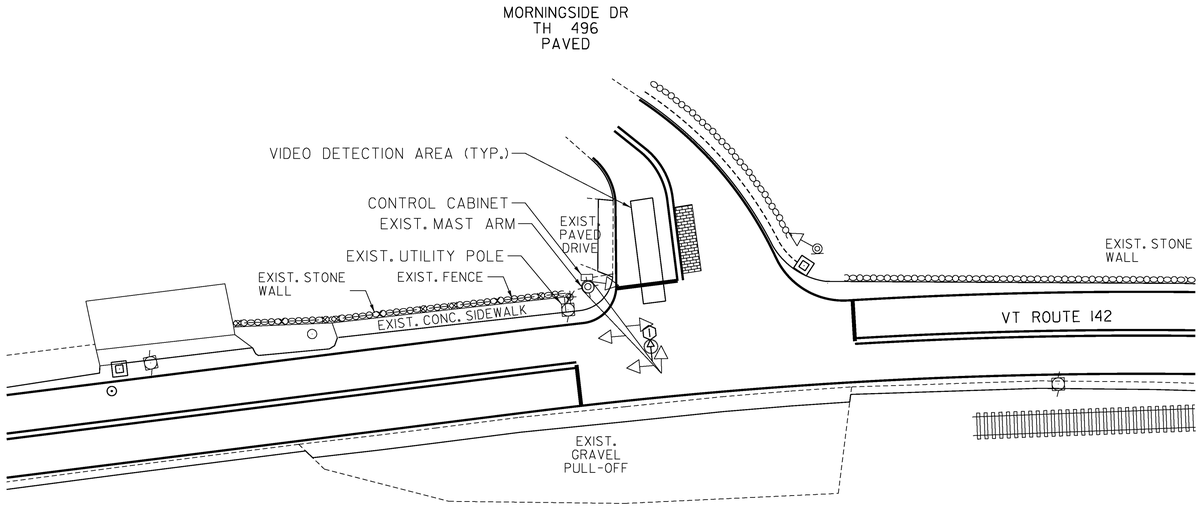
FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_I5
PLOT DATE: 3/19/2010
DRAWN BY: HJD
CHECKED BY: PTS
SHEET 15 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

SUMMARY OF QUANTITIES STP 2623(I)		
ITEM	DESCRIPTION	QUANTITY
900.620	SPECIAL PROVISION - (VIDEO VEHICLE DETECTION SYSTEM) (VT ROUTE 142 @ TH 496)	1
* VIDEO DETECTOR CAMERA ASSEMBLY WITH INTEGRATED MVP		1
* VIDEO DETECTOR CIP		1
* VIDEO DETECTOR PORT MASTER		1
* VIDEO DETECTOR CABLE		48'
* VIDEO DETECTOR CAMERA MOUNTING BRACKET		1

TRAFFIC SIGNAL INSTALLATION GENERAL NOTES

1. EXISTING LOOPS SHALL BE DISCONNECTED AT THE CURB LINE PRIOR TO COLD PLANING.
2. NO CHANGES TO THE EXISTING SIGNAL TIMING/ PHASING ARE TO BE MADE AT THIS INTERSECTION.
3. THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR VIDEO VEHICLE DETECTOR PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
4. VIDEO VEHICLE DETECTORS SHALL BE PLACED SO THAT OCCLUSION IS MINIMIZED AND PHASING IS NOT AFFECTED.
5. VIDEO DETECTION AREAS SHALL EXTEND 5 FEET PAST THE STOP BAR.
6. THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT AND CONTROLLER FOR VIDEO DETECTION CABLE AND EQUIPMENT.
7. VIDEO DETECTION AREA IS IN NONE DELAY MODE, 5 SECONDS, LOCK.



VT 142 @ MORNINGSIDE DRIVE

	LEGEND
	UTILITY POLE
	LUMINAIRE
	LIGHT OR WOOD POLE
	STRAIN POLE
	CONTROLLER CABINET
	PULLBOX/JUNCTION BOX
	SIGNAL HEAD
	VIDEO DETECTOR
	VIDEO DETECTION AREA
	PEDESTAL POST

NOT TO SCALE

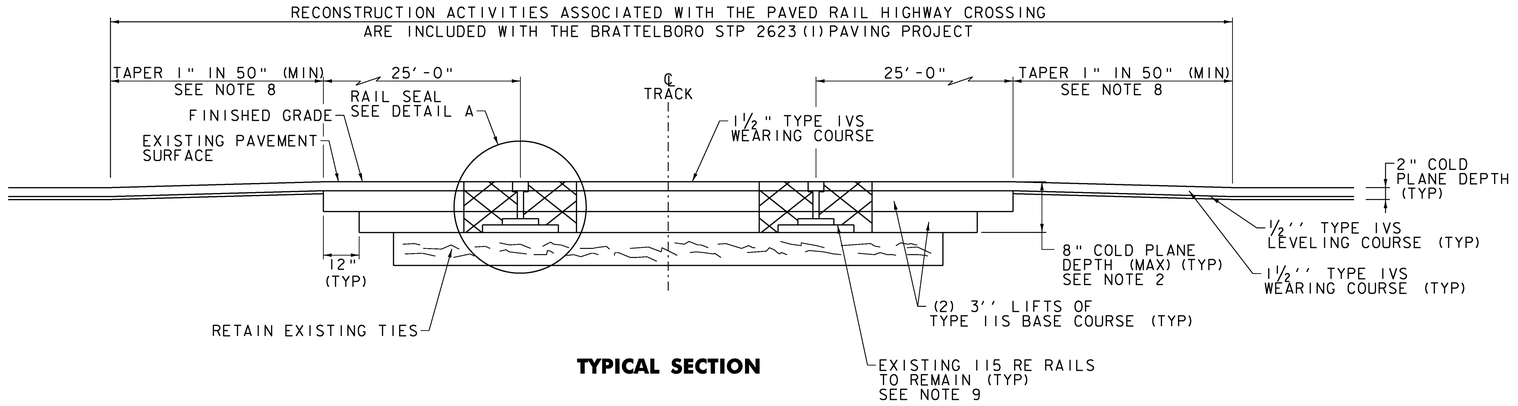
VIDEO DETECTION SYSTEM

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: HJD
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_16	SHEET 16 OF 163

CLD 08-0324 z06D0214.dgn MODEL: Default



TYPICAL SECTION

PAVED RAIL HIGHWAY CROSSING
VT 142 AT STA 61+61.00 (MM 1.167)
RAIL HIGHWAY CROSSING AARDOT #247-380U (MILE POST 121.09)

NOTES

1. THE CONTRACTOR SHALL INSTALL THE ELASTOMERIC INTERFACE (ADVANTAGE GRADE) RAIL SEAL BY INTERCLAMP DEVICE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. ANY DAMAGE TO THE NEW ELASTOMERIC INTERFACE RESULTING FROM THE CONTRACTOR'S INSTALLATION METHODS SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE AS DIRECTED BY THE RESIDENT ENGINEER. THE COST OF FURNISHING AND INSTALLING THE ELASTOMERIC INTERFACE AND ATTACHMENT HARDWARE SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (VT 142 - AARDOT 247-380U).

2. THE CONTRACTOR SHALL REMOVE THE EXISTING BITUMINOUS CONCRETE SURFACE TO THE DEPTH SHOWN OR TO THE TOP OF THE EXISTING TIES, WHICHEVER IS LESS, AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL ADJUST THE THICKNESS OF THE BASE COURSE PAVEMENT TO MEET THE EXISTING PAVEMENT REMOVAL THICKNESS AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL BE ALLOWED THE OPTION OF REMOVING THE PAVEMENT BETWEEN THE RAILS TO THE REQUIRED DEPTH BY EXCAVATION OR COLD PLANING. PAYMENT FOR REMOVING THIS PAVEMENT SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING)(VT ROUTE 142 - AARDOT 247-380U).

3. TEN DAYS PRIOR TO BEGINNING WORK ON THIS RAIL CROSSING THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH NEW ENGLAND CENTRAL RAILROAD TO ALLOW RAILROAD WORK FORCES TO MAKE REPAIRS TO THE EXISTING RAIL THROUGH THE CROSSING AREA AFTER THE EXISTING PAVEMENT HAS BEEN REMOVED. THERE WILL BE NO EXTRA COMPENSATION TO THE CONTRACTOR FOR WORKING WITH AND AROUND THESE RAILROAD WORK FORCES.

4. THE CONTRACTOR SHALL NOT BEGIN WORK ASSOCIATED WITH THE CROSSING UNTIL THE RAILROAD WORK FORCES HAVE COMPLETED THEIR WORK. ONCE THE WORK HAS BEGUN, THE CONTRACTOR SHALL COMPLETE ALL WORK ASSOCIATED WITH THE CROSSING WITHIN THREE CONSECUTIVE WORK DAYS. THE CONTRACTOR IS HEREBY NOTIFIED THAT LIQUIDATED DAMAGES IN ACCORDANCE WITH SUBSECTION 108.12 WILL BE ASSESSED FOR EVERY CALENDAR DAY FOLLOWING THE THREE CONSECUTIVE WORK DAY PERIOD THAT THE SPECIFIED CROSSING WORK IS NOT COMPLETED.

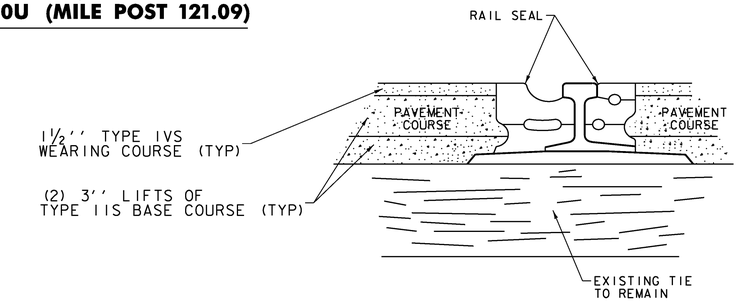
5. THE COSTS OF PROVIDING TRAFFIC CONTROL, DURING THE CONSTRUCTION OF THIS PAVED RAIL HIGHWAY CROSSING SHALL BE PAID UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING)(VT ROUTE 142 - AARDOT 247-380U).

6. THE COST OF COLD PLANING THE TRANSITIONS TO THE OVERLAY TYPICAL FOR THE STP 2623(I) PAVING PROJECT SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING)(VT ROUTE 142 - AARDOT 247-380U).

7. THE COST OF PAVING THE TWO LIFTS OF TYPE IIS BASE COURSE AT THE RAIL APPROACHES AND BETWEEN THE RAILS SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING)(VT ROUTE 142 - AARDOT 247-380U). THE COST OF PAVING THE TYPE IVS LEVELING AND WEARING COURSES AT THE RAIL APPROACHES AND TYPE IVS WEARING COURSE BETWEEN THE RAILS SHALL BE PAID AS PART OF THE STP 2623(I) PAVING PROJECT UNDER ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.

8. THE CONTRACTOR SHALL TAPER THE EXISTING VT 142 PAVEMENT SURFACE AT A RATE OF 1" IN 50' MINIMUM TO THE HEIGHT OF THE EXISTING RAIL HIGHWAY CROSSING OR AS DIRECTED BY THE RESIDENT ENGINEER.

9. NEW ENGLAND CENTRAL RAILROAD SHALL REPAIR ANY EXISTING RAILS THAT ARE BROKEN WITHIN THE LIMITS OF THE PAVED RAIL HIGHWAY GRADE CROSSING PRIOR TO THE CONTRACTOR'S INSTALLATION OF THE NEW ELASTOMERIC INTERFACE AS DIRECTED BY THE RESIDENT ENGINEER. ALL RAIL REPAIRS SHALL HAVE A MINIMUM LENGTH OF 30 FEET AFTER CROPPING AND SHALL BE FIELD WELDED BY RAILROAD FORCES IN ACCORDANCEWITH THE LATEST REVISIONS OF AREMA MANUAL CURRENT EDITION.



DETAIL A

NOTE
THE RAIL SEAL SHALL BE CONNECTED BY AN INTERCLAMP DEVICE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THIS DETAIL DOES NOT ILLUSTRATE THE INTERCLAMP DEVICES.

	ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (VT ROUTE 142 - AARDOT 247-380U)		
	QTY	UNIT	DESCRIPTION
	236	TON	BASE COURSE TYPE IIS
**	110	RF	FURNISH & INSTALL ELASTOMERIC INTERFACE FOR GRADE CROSSING
	676	SY	COLD PLANING, BITUMINOUS PAVEMENT

** REVISED 05-13-10 BY SEH
REVISED QUANTITY AND UNITS

VT 142 RAILROAD GRADE CROSSING

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_17

PLOT DATE: 13-MAY-2010
DRAWN BY: HJD
CHECKED BY: PTS
SHEET 17 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
										ROADWAY	BRIDGE	FULL C.E.	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS
																					COLD PLANING, BITUMINOUS PAVEMENT
										15			15		EACH	THINNING AND TRIMMING FOR SIGNS	201.31	2	44451	SY	US 5
																			5434	SY	US 5 (SB)
										150			150		CY	COMMON EXCAVATION	203.15	22	4627	SY	US 5 TOWN HIGHWAYS
																			17824	SY	VT 142
										50			50		CY	SOLID ROCK EXCAVATION	203.16	6.7	199	SY	VT 142 TOWN HIGHWAYS
																			6583	SY	VT 30
										1			1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-	71	SY	VT 30 TOWN HIGHWAYS
																			555	SY	VT 119
										79800			79800		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	56			
																			79744	SY	SUBTOTAL
										250			250		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28	26.8	56	SY	ROUNDING
																			79800	SY	TOTAL
										250			250		TON	AGGREGATE SHOULDERS, RAP	402.13	8			
										340			340		CWT	EMULSIFIED ASPHALT	404.65	9			
										1			1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-			
										9900			9900		TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	34			
										1			1		LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-			
											50		50		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	3			
																					SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
										35			35		LF	METAL HAND RAILING	525.15	2.1	4364	TON	US ROUTE 5, TYPE IVS, WEARING COURSE
																			1456	TON	US ROUTE 5, TYPE IVS, LEVELING COURSE
										3			3		CY	CONCRETE, CLASS B	541.25	0.4			
																			1560	TON	VT ROUTE 142 TYPE IVS, WEARING COURSE
											50		50		CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	-	520	TON	VT ROUTE 142 TYPE IVS, LEVELING COURSE
																			61	TON	VT ROUTE 142, SHOULDER WIDENING, TYPE IIS
										16			16		EACH	CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES	604.40	-			
																			576	TON	VT ROUTE 30 TYPE IVS, WEARING COURSE
										64			64		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I	604.412	-	192	TON	VT ROUTE 30 TYPE IVS, LEVELING COURSE
										63			63		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	-			
																			49	TON	VT ROUTE 119 TYPE IVS, WEARING COURSE
										60			60		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS III	604.418	-	16	TON	VT ROUTE 119 TYPE IVS, LEVELING COURSE
										39			39		EACH	CHANGING ELEVATION OF SEWER MANHOLES	604.42	-	500	TON	SPOT LEVELING
										30			30		HR	POWER GRADER RENTAL	608.15	3	405	TON	US ROUTE 5, TOWN HIGHWAYS, WEARING COURSE
																			136	TON	US ROUTE 5, TOWN HIGHWAYS, LEVELING COURSE
										95			95		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.	17	TON	VT ROUTE 142, TOWN HIGHWAYS, WEARING COURSE
																			6	TON	VT ROUTE 142, TOWN HIGHWAYS, LEVELING COURSE
										25			25		HR	POWER BROOM RENTAL, TYPE I	608.30	EST.	6	TON	VT ROUTE 30, TOWN HIGHWAYS, WEARING COURSE
																			2	TON	VT ROUTE 30, TOWN HIGHWAYS, LEVELING COURSE
										55			55		HR	POWER BROOM RENTAL, TYPE II	608.31	EST.			
																			9866	TON	SUBTOTAL
										95			95		HR	TRUCK RENTAL	608.37	EST.	34	TON	ROUNDING
																			9900	TON	TOTAL
										95			95		HR	LOADER RENTAL, TYPE I	608.40	EST.			
										100			100		CY	STONE FILL, TYPE I	613.10	EST.			
										230			230		LF	VERTICAL GRANITE CURB	616.21	4			
										95			95		LF	PRECAST REINFORCED CONCRETE CURB, TYPE B	616.26	4			
										65			65		LF	REMOVING AND RESETTING CURB	616.40	3			
										40			40		LF	REMOVAL OF EXISTING CURB	616.41	3			
										470			470		SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10	22.2			
										830			830		SF	DETECTABLE WARNING SURFACE	618.30	10			
										164			164		EACH	ADJUST ELEVATION OF VALVE BOX	629.20	-			
										4000			4000		HR	UNIFORMED TRAFFIC OFFICERS	630.10	-			

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(11)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_18

PLOT DATE: 3/19/2010
DRAWN BY: WWG
CHECKED BY: PTS/NLL
SHEET 18 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
										ROADWAY	BRIDGE NO. 7	FULL C.E.	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS
										10975			10975		HR	FLAGGERS	630.15	EST.			
										80			80		HR	FLAGGERS, RAILROAD	630.20	-			
												0.5	0.5		LS	FIELD OFFICE, ENGINEERS	631.10	-			
												0.5	0.5		LS	TESTING EQUIPMENT, CONCRETE	631.16	-			
												0.5	0.5		LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-			
												1950	1950		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-			
										0.5			0.5		LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
										1			1		LS	TRAFFIC CONTROL (STP 2623(I))	641.10	-			
										0.50			0.50		LS	PUBLIC RELATIONS OFFICER	641.12	-			
										7			7		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-			
										20900			20900		LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	164			
										39200			39200		LF	DURABLE 4 INCH WHITE LINE, RECESSED POLYUREA	646.406	125			
										19200			19200		LF	DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC	646.412	103			
										19400			19400		LF	DURABLE 4 INCH YELLOW LINE, RECESSED POLYUREA	646.416	59			
										350			350		LF	DURABLE 8 INCH WHITE LINE, THERMOPLASTIC	646.442	7			
										30			30		LF	DURABLE 8 INCH YELLOW LINE, THERMOPLASTIC	646.452	3			
										900			900		LF	DURABLE 24 INCH STOP BAR, RECESSED TYPE I TAPE	646.487	-			
										311			311		EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-			
										2525			2525		LF	DURABLE CROSSWALK MARKING, THERMOPLASTIC	646.502	15			
										4			4		EACH	DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC	646.512	-			
										120900			120900		LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602	282			
										78600			78600		LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612	184			
										1000			1000		LF	TEMPORARY 6 INCH WHITE LINE, PAINT	646.622	25			
										700			700		LF	TEMPORARY 8 INCH WHITE LINE, PAINT	646.642	14			
										60			60		LF	TEMPORARY 8 INCH YELLOW LINE, PAINT	646.652	6			
										2020			2020		LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	6			
										311			311		EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-			
										5050			5050		LF	TEMPORARY CROSSWALK MARKING, PAINT	646.702	30			
										8			8		EACH	TEMPORARY RAILROAD CROSSING SYMBOL, PAINT	646.712	-			
										1550			1550		EACH	LINE STRIPING TARGETS	646.76	31			
										600			600		SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85	-			
										300			300		SY	GEOTEXTILE UNDER STONE FILL	649.31	-			
										35			35		LB	SEED	651.15	EST.			
										255			255		LB	FERTILIZER	651.18	EST.			
										1			1		TON	AGRICULTURAL LIMESTONE	651.20	EST.			
										1			1		TON	HAY MULCH	651.25	EST.			
										25			25		CY	TOPSOIL	651.35	-			
										950			950		SY	TEMPORARY EROSION MATTING	653.20	43			
										980			980		SF	TRAFFIC SIGNS, TYPE A	675.20	15.2			
										2000			2000		LF	FLANGED CHANNEL SIGN POST	675.301	5			

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_19

PLOT DATE: 09-APR-2010
DRAWN BY: WWG
CHECKED BY: PTS/NLL
SHEET 19 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

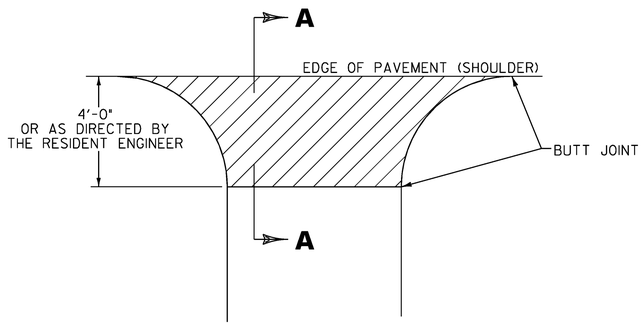
QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
										ROADWAY	BRIDGE NO. 7	FULL C.E.	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS
										240			240		LB	TUBULAR STEEL SIGN POST	675.33	17.2			
										2			2		EACH	FOUNDATION FOR TUBULAR STEEL POST	675.43	-			
										271			271		EACH	REMOVING SIGNS	675.50	-			
										60			60		EACH	ERECTING SALVAGED SIGNS	675.60	-			
										600			600		LF	VEHICLE LOOP DETECTOR	678.22	15			
										1			1		LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-			
										1			1		EACH	SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM)(VT ROUTE 142 @ TH 496)	900.620	-			
										1			1		LS	SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING)(VT ROUTE 142-AARDOT 247-3801)	900.645	-			
										1			1		LS	SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING)(VT ROUTE 142-AARDOT 247-3801)	900.645				
										1010			1010		SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)	900.675	9.3			

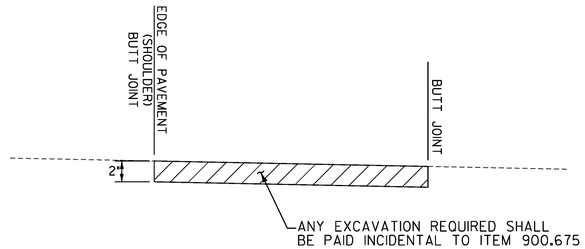
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(1)
FILE NAME: /pave/06d214/pd214	PLOT DATE: 14-APR-2010
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS/NLL
IPARM FILE NAME: 06D214_20	SHEET 20 OF 163

STATION	POSITION	QUANTITY (SY)
BRATTLEBORO		
US 5		
62+89	LT	16.0
63+81	LT	17.5
84+45	RT	15.6
85+01	RT	10.0
92+07	LT	17.7
96+05	LT	19.6
101+36	RT	2.5
101+79	RT	2.0
102+33	RT	6.7
102+74	RT	3.3
A 7+30	RT	21.7
134+77	LT	6.7
135+28	LT	7.1
139+39	LT	10.2
140+83	LT	11.1
147+77	LT	12.8
149+52	RT	6.7
149+55	LT	4.0
150+86	RT	8.9
151+00	LT	6.7
151+42	LT	5.6
152+35	LT	6.7
152+60	LT	5.6
153+68	LT	4.9
155+45	RT	12.0
156+43	LT	8.9
157+22	RT	11.1
US 5 SOUTH		
225+75	LT	33.0
226+57	LT	11.1
228+35	RT	12.8
226+97	LT	9.3
229+51	RT	17.8
232+45	RT	10.2
233+29	RT	9.4
SUBTOTAL 1		365.2

STATION	POSITION	QUANTITY (SY)
US 5 SOUTH		
234+56	RT	12.0
236+13	RT	8.3
VT 142		
58+36	LT	12.4
61+08	LT	48.9
67+63	LT	44.9
69+76	RT	95.1
70+59	LT	18.7
72+06	LT	25.8
76+64	RT	57.8
90+44	LT	14.2
93+54	RT	64.4
101+46	RT	47.6
102+71	RT	17.8
105+24	RT	22.7
107+78	RT	22.7
112+42	RT	58.1
VT 30		
8+06	RT	15.6
10+06	RT	32.9
11.35	RT	15.6
SUBTOTAL 1		365.2
SUBTOTAL 2		635.5
ROUNDING		9.3
TOTAL		1010.0

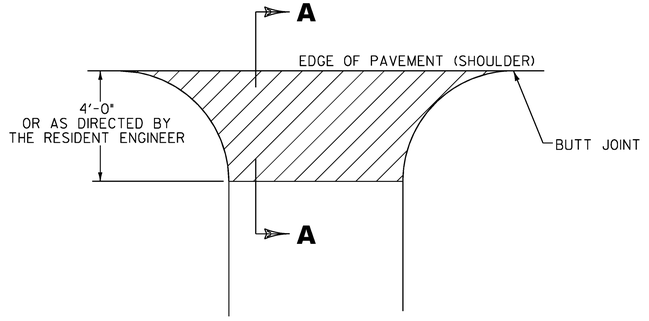


PLAN

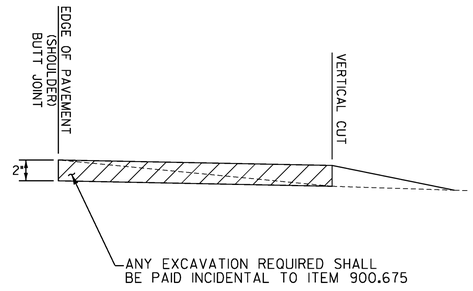


SECTION A - A

HANDWORK DETAILS FOR PAVED DRIVES



PLAN



SECTION A - A

HANDWORK DETAILS FOR GRAVEL DRIVES

NOTES:

1. PAVING LIFT NOT TO EXCEED 2"

2. THE COST OF PLACING SUBBASE MATERIAL, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES AT LEAST 24 HOURS BEFORE PAVING, WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.675.

3. EXCAVATION NEEDED TO ACHIEVE PROPER DRIVE SLOPES WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.675.

LEGEND

ITEM 900.675 - SPECIAL PROVISION
(HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)

HANDWORK DETAIL

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_2I

PLOT DATE: 3/19/2010
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 2I OF 163

MODEL: Default
CLD 08-0324 20600214.dgn

LOCATION			CURB AND SIDEWALKS									DROP INLETS				GUARDRAIL			MISC.		REMARKS
			203.15	203.16	301.28	616.21	616.26	616.40	616.41	618.10	618.30	604.40	604.412	604.415	604.418					629.20	
STATION	STATION	POS.	COMMON EXCAV.	SOLID ROCK EXCAVATION	SUBBASE OF CRUSHED GRAV. FINE	VERTICAL GRANITE CURB	PRECAST REINFORCED CONTRETE CURB, TYPE B	REMOVING AND RESETTING CURB	REMOVEL OF EXISTING CURB	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNING SURFACE (DWS)	CHANGING ELEVATION OF DI, CB, OR MH	REHAB. DI, CB, OR MH CLASS I	REHAB. DI, CB, OR MH CLASS II	REHAB. DI, CB, OR MH CLASS III					ADJUST ELEVATION OF VALVE BOX	
			(CY)	(CY)	(TON)	(LF)	(LF)	(LF)	(LF)	(SY)	(SF)	(EA)	(EA)	(EA)	(EA)					(EA)	
BRATTLEBORO																					
57+40	157+97	LT/RT										16	42	42	41					133	
59+66	59+73	RT	1.0		1.2					3.3 9.29	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 59+71
59+87	59+93	LT	1.0		1.0			~~6.0~~ 7.0	9.33	~~3.1~~ 7.7	~~10.0~~ 18										CONSTRUCT CONCRETE LANDING W/DWS @ 59+93
60+45	60+50	RT	1.2		1.2					~~3.9~~ 8.96	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 60+48
60+45	60+50	LT	1.0		1.2					~~3.3~~ 7.33	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 60+48
64+22	64+29	LT	2.7		3.0					~~3.7~~ 3.46	10.0										CONSTRUCT CONCRETE RAMP TYPE 1W/DWS @ 64+28
64+53	64+74	RT	2.6		2.8	~~14.0~~			~~19.0~~ 6	~~8.4~~ 11.73	10.0										CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 64+65
64+62	64+74	LT	3.2		3.6			~~9.0~~ 17.83		10.6 8.63	~~10.0~~ 13										CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 64+65
70+23	70+28	LT	0.7		0.8				5.0	~~2.2~~ 9.46	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 70+26
70+62	70+69	LT	3.2		3.6				4.58	~~10.6~~ 10.19	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 70+66
70+84	70+89	LT	0.7		0.8					~~2.2~~ 8.24	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 70+87
70+84	70+89	RT	0.7		0.8					2.2 0.89	~~10.0~~ 15										CONSTRUCT CONCRETE LANDING W/DWS @ 70+88
71+30	71+42	RT	2.0		2.2					6.7	~~10.0~~ 8										CONSTRUCT CONCRETE LANDING W/DWS @ 71+35
72+64	72+72	LT	1.7		1.8					~~5.6~~ 7.98	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 72+71
73+19	73+22	LT	0.7		0.8					~~2.2~~ 5.98	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 73+20
73+44	73+54	LT	0.7		0.8					~~2.2~~ 7.18	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 73+51
73+48	73+53	RT	0.8		1.0			12.82	9.41	~~2.8~~ 5.35	~~10.0~~ 20										CONSTRUCT CONCRETE LANDING W/DWS @ 73+51
74+02	74+08	RT	0.8		1.0			12.0		~~2.8~~ 4.1	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 74+04
79+50	79+61	LT	2.0		2.2					~~6.7~~ 4.88	~~10.0~~ 8										CONSTRUCT SIDEWALK RAMP TYPE 1W/DWS @ 79+57
80+21	80+25	LT	0.7		0.8					~~2.2~~ 10.41	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 80+20
80+18	80+26	RT	1.4		1.4					~~4.4~~ 4.91	~~10.0~~ 8										CONSTRUCT CONCRETE LANDING W/DWS @ 80+20
80+67	80+81	RT	2.2		2.4					~~7.2~~ 8.33	10.0										CONSTRUCT SIDEWALK LANDING W/DWS @ 80+74
87+40	87+53	LT						7	3.87	6.70	12										NEW RAMP AT BIRGE STREET
87+70	87+73	RT	1.0		1.0	12				~~3.1~~ 8.36	~~10.0~~ 18										CONSTRUCT CONCRETE LANDING W/DWS @ 87+75
87+89	88+17	LT	8.5		9.2	~~82.0~~ 54.3		13		~~27.8~~ 29.93	~~10.0~~ 16										CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 87+93, SEE DETAIL ON SHEET 13
88+18	88+29	RT	3.4		3.8					~~11.1~~ 9.17	~~10.0~~ 20										CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 88+21
91+80	91+89	RT	0.8		0.8					~~2.7~~ 6.7	~~10.0~~ 8										CONSTRUCT SIDEWALK RAMP TYPE 1W/DWS @ 91+87
92+10	92+20	RT	0.7		0.8				6.67	~~2.2~~ 2.82	~~10.0~~ 8										CONSTRUCT SIDEWALK RAMP TYPE 1W/DWS @ 92+12
93+09	93+21	RT	0.7		0.8				7.5	~~2.2~~ 4.58	~~10.0~~ 8										CONSTRUCT SIDEWALK RAMP TYPE 1W/DWS @ 93+19
93+39	93+49	RT	0.8		0.8					~~2.7~~ 2.19	~~10.0~~ 8										CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 93+44
93+83	93+92	LT	0.8		1.0					~~2.8~~ 7.96	10.0										CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 93+90
94+13	94+18	LT	0.8		1.0					2.8	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 94+16
98+04	98+11	LT	1.4		1.6					~~4.7~~ 10.45	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 98+09
98+70	98+~~74~~ 96	LT	0.7		0.8					~~2.2~~ 36.40	10.0										CONSTRUCT RAMP & LANDING W/DWS @ 98+71
SUBTOTAL			50.6	0.0	56.0	96.0	0.0	15.0	19.0	160.6	320.0	16	42	42	41					133	

ITEM DETAIL SUMMARY SHEET 1

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_22

PLOT DATE: 05-APR-2010
DRAWN BY: WWG
CHECKED BY: NLL/PTS
SHEET 22 OF 163

LOCATION			CURB AND SIDEWALKS									DROP INLETS				GUARDRAIL			MISC.		REMARKS
			203.15	203.16	301.28	616.21	616.26	616.40	616.41	618.10	618.30	604.40	604.412	604.415	604.418					629.20	
STATION	STATION	POS.	COMMON EXCAV.	SOLID ROCK EXCAVATION	SUBBASE OF CRUSHED GRAV. FINE	VERTICAL GRANITE CURB	PRECAST REINFORCED CONTRETE CURB, TYPE B	REMOVING AND RESETTING CURB	REMOVEL OF EXISTING CURB	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNING SURFACE (DWS)	CHANGING ELEVATION OF DI, CB, OR MH	REHAB. DI, CB, OR MH CLASS I	REHAB. DI, CB, OR MH CLASS II	REHAB. DI, CB, OR MH CLASS III					ADJUST ELEVATION OF VALVE BOX	
			(CY)	(CY)	(TON)	(LF)	(LF)	(LF)	(LF)	(SY)	(SF)	(EA)	(EA)	(EA)	(EA)					(EA)	
98+82	98+96	LT	2.5		2.8					~~8.3~~	~~10.0~~	INCLUDED WITH 98+ TO 98+96									CONSTRUCT RAMP TYPE 6 W/DWS @ 98+87
	99+00	RT								5.95	16.0										
99+43	99+49	RT	1.6		1.8					~~5.3~~ 11.17	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 99+44
105+62	105+70	RT	1.0		1.0					3.1	~~10.0~~ 8										CONSTRUCT CONCRETE LANDING W/DWS @ 105+65
										13.34											
106+13	106+18	RT	0.7		0.8					~~2.2~~	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 106+13
107+15		RT								12.10	9.0										
109+12	109+52	LT	5.4		6.0	~~74.0~~				~~17.8~~	10.0	TOWN WILL INSTALL RAMPS, DWS GIVEN TO TOWN									CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 109+42
				22.01	10.88					72.16											
109+28	109+38	RT	4.2	~~43.3~~	~~23.6~~	72.7	~~78.0~~	31.9	67.7	~~74.6~~	~~10.0~~ 12										CONSTRUCT CONCRETE SIDEWALK W/DWS @ 109+40,
										72.16											SEE DETAIL ON SHEET 14
109+89	110+09	LT	2.5		2.8					~~8.3~~	10.0	TOWN WILL INSTALL RAMPS, DWS GIVEN TO TOWN									CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 109+99
										16.8											
109+97	110+04	RT	1.0		1.2					~~3.3~~	~~10.0~~ 15										CONSTRUCT CONCRETE LANDING W/DWS @ 109+99
110+13	110+18	RT	0.8		1.0					~~2.8~~											CONSTRUCT CONCRETE SIDEWALK
110+32	110+37	LT	0.8		1.0					~~2.8~~											CONSTRUCT CONCRETE SIDEWALK
130+18	130+35	LT	3.6		2.6	~~17~~ 27															CONSTRUCT CURB
										5.83											
130+22	130+30	RT	2.9		4.0	~~8.0~~ 6				~~7.1~~											CONSTRUCT CONCRETE SIDEWALK
										10.1											
131+28	131+35	LT	1.8		1.2					~~3.9~~	~~20.0~~ 16										CONSTRUCT CONCRETE LANDING W/DWS @ 131+30 & 131+33
										10.65											
131+31	131+36	RT	1.0		1.2					~~3.3~~	~~10.0~~ 16										CONSTRUCT CONCRETE LANDING W/DWS @ 131+35
										1.78											
131+33	131+36	LT	0.3		0.4					~~1.1~~	~~10.0~~ 8										CONSTRUCT CONCRETE LANDING W/DWS @ 131+36
130+25	130+31	LT	0.6		1.4																REMOVE EXIST. CONCRETE SIDEWALK
										6.75											
131+72	131+80	LT	1.8		2.0					~~6.0~~	~~10.0~~ 8										CONSTRUCT CONCRETE LANDING W/DWS @ 131+74
										4.81											
131+89	131+94	RT	0.8		1.0		~~5.0~~			~~2.8~~	~~10.0~~ 8										CONSTRUCT SIDEWALK RAMP TYPE 1W/DWS @ 131+95
										4.9											
134+45	134+50	RT	0.8		1.0					~~2.8~~	~~10.0~~ 8										CONSTRUCT CONCRETE LANDING W/DWS @ 134+48
										2.5											
134+45	134+50	LT	0.7		0.8					~~2.2~~	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 134+48
										5.7											
135+87	135+94	RT	0.8		1.0					~~2.8~~	~~10.0~~ 8										CONSTRUCT CONCRETE LANDING W/DWS @ 135+91
										8.34											
136+20	136+26	RT	1.2		1.2					~~3.9~~	~~10.0~~ 8										CONSTRUCT CONCRETE LANDING W/DWS @ 136+20
										6.42											
136+97	137+03	LT	0.7		0.8					~~2.2~~	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 137+00
										2.34											
137+34	137+40	LT	0.8		1.0					~~2.8~~	~~10.0~~ 9										CONSTRUCT CONCRETE LANDING W/DWS @ 137+34
										1.93											
137+50	137+56	RT	0.5		0.6					~~1.7~~	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 137+52
										5.83											
137+52	137+57	LT	0.8		1.0					~~2.8~~	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 137+53
										13.1											
141+67	141+75	RT	1.0		1.2					~~3.3~~	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 141+70
										10.03											
142+02	142+07	LT	2.7		3.0	~~13.0~~		8	~~18.0~~ 6	~~8.9~~	10.0										CONSTRUCT SIDEWALK RAMP TYPE 1W/DWS @ 142+03
										8.6											
142+03	142+13	RT	2.0		2.2					~~6.7~~	~~10.0~~ 11										CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 142+03
										5.21											
146+00	146+05	LT	0.7		0.8					~~2.2~~	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 146+02
										4.14											
146+01	146+11	RT	1.5		1.6					~~5.0~~	~~10.0~~ 8										CONSTRUCT CONCRETE LANDING W/DWS @ 146+05
										2.96											
157+65	157+72	LT	0.8		0.8					~~2.7~~	~~10.0~~ 8										CONSTRUCT CONCRETE LANDING W/DWS @ 157+69
										7.55											
157+94	158+00	LT	0.7		0.8					~~2.2~~	~~10.0~~ 8										CONSTRUCT CONCRETE LANDING W/DWS @ 157+94
SUBTOTAL			49.0	43.3	73.6	112.0	83.0	0.0	18.0	204.9	290.0	0	0	0	0					0	

ITEM DETAIL SUMMARY SHEET 2

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_23

PLOT DATE: 05-APR-2010
DRAWN BY: WWG
CHECKED BY: NLL/PTS
SHEET 23 OF 163

LOCATION			CURB AND SIDEWALKS									DROP INLETS				GUARDRAIL			MISC.		REMARKS
			203.15	203.16	301.28	616.21	616.26	616.40	616.41	618.10	618.30	604.40	604.412	604.415	604.418					629.20	
STATION	STATION	POS.	COMMON EXCAV.	SOLID ROCK EXCAVATION	SUBBASE OF CRUSHED GRAV. FINE	VERTICAL GRANITE CURB	PRECAST REINFORCED CONTRETE CURB, TYPE B	REMOVING AND RESETTING CURB	REMOVEL OF EXISTING CURB	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNING SURFACE (DWS)	CHANGING ELEVATION OF DI, CB, OR MH	REHAB. DI, CB, OR MH CLASS I	REHAB. DI, CB, OR MH CLASS II	REHAB. DI, CB, OR MH CLASS III					ADJUST ELEVATION OF VALVE BOX	
			(CY)	(CY)	(TON)	(LF)	(LF)	(LF)	(LF)	(SY)	(SF)	(EA)	(EA)	(EA)	(EA)					(EA)	
SOUTHBOUND																					
221+07	238+17	LT/RT											9	9	9						
223+57	223+75	RT	3.6		7.2	18.0															
224+69	224+76	RT	0.8		1.0					2.8	10.0										CONSTRUCT SIDEWALK RAMP TYPE 1W/DWS @ 124+74
225+96	225+03	LT								1.74	8.0										
228+53	228+57	LT	0.5		0.6					~~1.7~~ 7.47	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 128+55
228+78	228+88	LT	2.0		2.2					~~6.7~~3.29	10.0										CONSTRUCT SIDEWALK RAMP TYPE 1W/DWS @ 128+79
229+01	229+06	LT	0.8		1.0					~~2.8~~3.03	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 129+04
230+78	230+87	LT	1.7		1.8		~~8.0~~			~~5.6~~12.9	10.0										CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 130+83
231+09	231+15	LT	1.0		1.2					~~3.3~~5.08	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 131+11
231+31	231+33	LT	0.7		0.8					~~2.2~~3.58	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 131+32
231+40	231+43	LT	0.7		0.8					~~2.2~~1.94	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 131+41
231+59	231+67	LT	3.4		3.8					~~11.1~~1.94	10.0										W/DWS @ 131+64 & 131+64 CONSTRUCT CONCRETE MEDIAN ISLAND CUT THRU
231+62	231+66	RT/LT	1.5		1.6					~~5.0~~3.48	20.0										CONSTRUCT CONCRETE PAD W/DWS @ 131+64
233+66	233+73	RT	1.2		1.4					~~4.0~~2.99	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 133+70
233+68	233+73	LT	1.0		1.2					~~3.3~~5.85	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 133+71
235+08	235+15	LT	1.2		1.2					~~3.9~~3.01	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 135+11
235+09	235+14	RT	0.8		1.0					~~2.8~~4.39	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 135+11
237+55	237+62	RT	0.8		1.0					2.8	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 137+60
237+86	237+97	LT	0.7		0.8					~~2.2~~6.69	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 137+90
VT 30																					
0+00	18+55	LT/RT										0	7	7	6					8	
0+05	0+12	RT	1.4		1.4					~~4.4~~9.2	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 0+07
8+13	8+19	LT	0.8		1.0					~~2.8~~5.58	10.0										CONSTRUCT CONCRETE LANDING W/DWS @ 8+17
8+22	8+30	RT	1.8		2.0					6.0	10.0										CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 8+25
17+48	17+60	LT	2.0		2.2					~~6.7~~8.02	10.0										CONSTRUCT SIDEWALK RAMP TYPE 1W/DWS @ 17+54
	VT 119																				
40+00	42+50	LT/RT										0	1	1	0					1	
42+03	42+50	RT						47.0													
VT 142																				22	
57+97	114+69	LT/RT										0	5	4	4						
58+19.0	100+75.0	RT			58.4																
SUBTOTAL SHEET 22			50.6	0.0	56.0	96.0	0.0	15.0	19.0	160.6	320.0	16	42	42	41					133	
SUBTOTAL SHEET 23			49.0	43.3	73.6	112.0	83.0	0.0	18.0	204.9	290.0	0	0	0	0					0	
SUBTOTAL SHEET 24			28.4	0.0	93.6	18.0	8.0	47.0	0.0	82.3	210.0	0	22	21	19					31	
TOTAL ROUNDING			22.0	6.7	26.8	4.0	4.0	3.0	3.0	22.2	10.0	0	0	0	0					0	
PROJECT TOTAL			150.0	50.0	250.0	230.0	95.0	65.0	40.0	470.0	830.0	16	64	63	60					164	

ITEM DETAIL SUMMARY SHEET 3

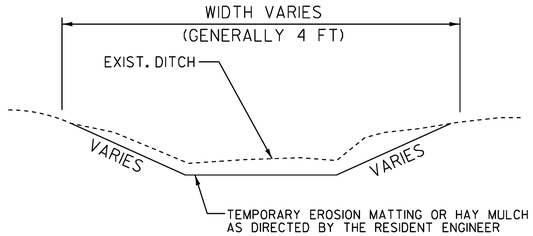
PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

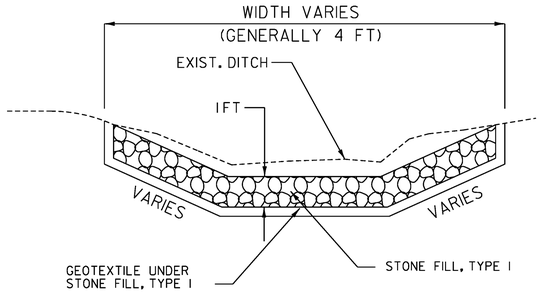
FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_24

PLOT DATE: 05-APR-2010
DRAWN BY: WWG
CHECKED BY: NLL/PTS
SHEET 24 OF 163

LOCATION				FEET OF DITCHING			MISC. ITEMS				REMARKS
							653.20	613.10	613.11	649.31	
SITE	STATION	STATION	POS.	PERCENT GRADE			TEMP. EROS. MATT.	STONE FILL TYP. I	STONE FILL TYP. II	GEOT. UNDER STONE FILL	
				0-1	1-2.5	2.5-10					
BRATTLEBORO				LF	LF	LF	SY	CY	CY	SY	
VT 142											
1	72+40	84+40	LT	1200			400				
2	77+40	92+60	RT	1520			507				
BRATTLEBORO SUBTOTAL							907	0	0	0	
EROSION REPAIR								100		300	
PROJECT SUBTOTALS							907	100		300	
ROUNDINGS							43	0		0	
PROJECT TOTALS							950	100		300	



DITCH DETAIL < 2.5 PERCENT
NOT TO SCALE



DITCH DETAIL > 2.5 PERCENT
NOT TO SCALE

SEEDING FORMULA

RATE: DOUBLE IF HYDROSEEDING

% WT.	LBS./A.	NAME	PUR %	GERM %
38	32	CREEPING RED FESCUE	98	90
29	24	SPARTAN HARD FESCUE	95	85
15	12	AZAY SHEEP'S FESCUE	95	87
15	12	ANNUAL RYE GRASS	95	90
3	--	INERTS	--	--
100.0	80 LB/A			

NOTES

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

SEED ITEM 651.15: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE RESIDENT ENGINEER.

FERTILIZER ITEM 651.18: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA)

AGRICULTURAL LIMESTONE ITEM 651.20: TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE RESIDENT ENGINEER.

HAY MULCH ITEM 651.25: TO BE PLACED ON THE EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE RESIDENT ENGINEER.

TOPSOIL ITEM 651.35: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER.

GRADES LESS THAN 1 PERCENT SHALL USE ITEM 651.15, SEED AND ITEM 651.25, HAY MULCH. GRADES BETWEEN 1 AND 2.5 PERCENT SHALL USE ITEM 651.25, HAY MULCH OR ITEM 653.20, TEMPORARY EROSION MATTING AS DIRECTED BY THE RESIDENT ENGINEER. GRADES OVER 2.5 PERCENT SHALL USE ITEM 649.31, GEOTEXTILE UNDER STONE FILL AND ITEM 613.10, STONE FILL TYPE I AS DIRECTED BY THE RESIDENT ENGINEER.

PIPE INLET AND OUTLET AREAS, AND DITCH CLEANING THROUGHOUT THE PROJECT, SHALL BE PERFORMED AT LOCATIONS INDICATED ON THIS SHEET AND AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).

DITCH CLEANING SHEET

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_25

PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 25 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
57+10 TO 59+34 SOLID LT
57+38 TO 59+58 SOLID RT
57+42 TO 59+57 SOLID RT (LANE LINE)
60+51 TO 61+50 SOLID LT
60+51 TO 61+50 SOLID RT
60+58 TO 61+50 SOLID LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
59+78 TO 59+97 SOLID RT (TH 530)
60+20 SOLID RT (TH 530) (LANE LINE)
60+31 TO 60+43 SOLID RT (TH 530)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
57+40 TO 59+47 DOUBLE SOLID LT
60+58 TO 61+50 DOUBLE SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
60+10 DOUBLE SOLID RT (TH 530)
60+15 DOUBLE SOLID LT

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
59+69 TO 59+93 RT TO LT
59+74 TO 60+41 RT
59+94 TO 60+45 LT
60+47 TO 60+48 LT TO RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
59+45 LT TO RT
59+57 RT
59+92 TO 60+12 LT (PLAZA DR)
60+09 TO 60+19 RT (TH 530)
60+19 TO 60+34 RT (TH 530)
60+58 LT TO RT

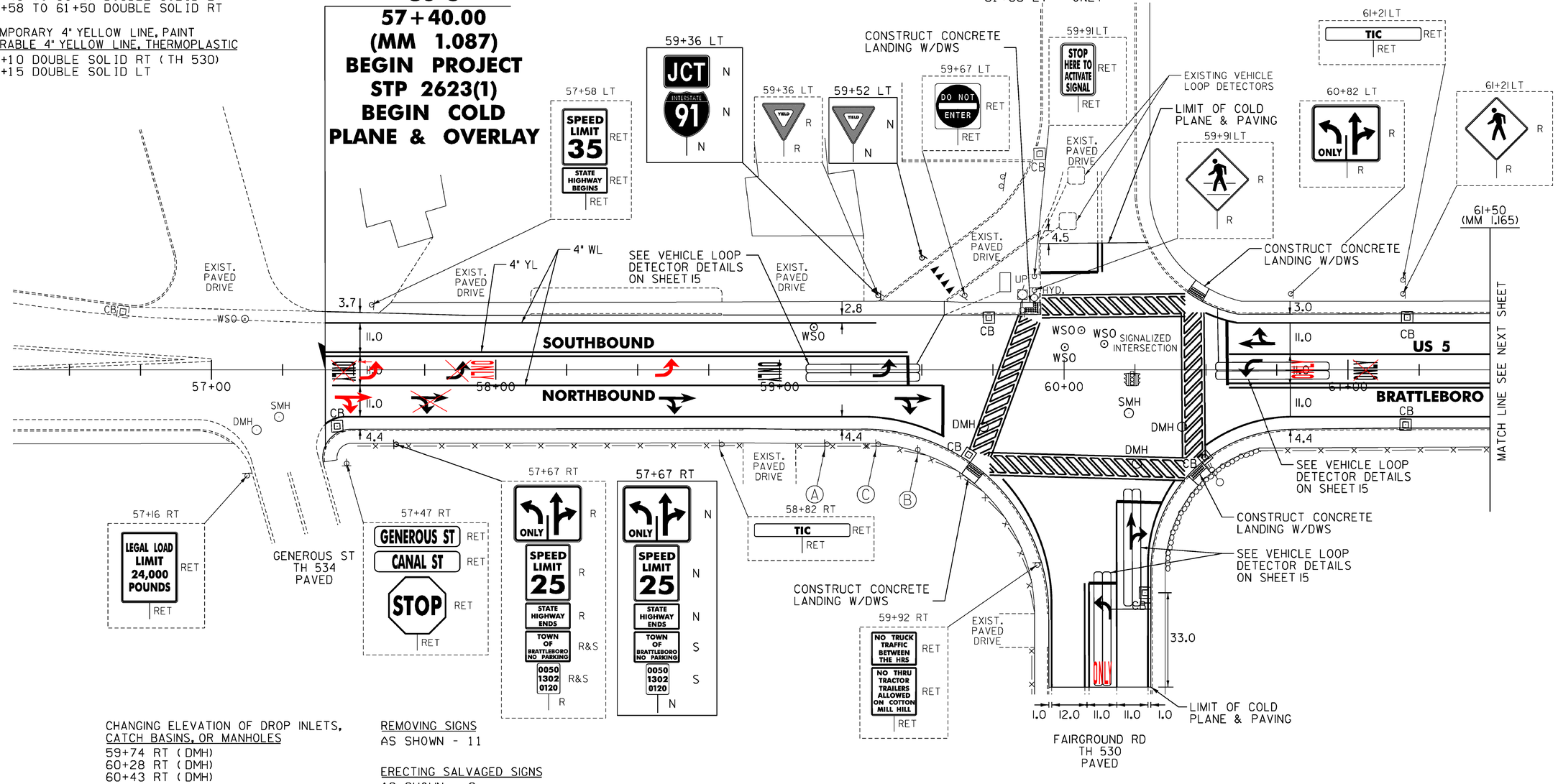
TEMPORARY LETTER OR SYMBOL, PAINT
57+74 RT - RIGHT TURN ARROW
57+75 RT - THRU ARROW
57+86 RT - LEFT TURN ARROW
58+62 RT - RIGHT TURN ARROW
58+63 RT - THRU ARROW
59+36 RT - LEFT TURN ARROW
59+44 RT - RIGHT TURN ARROW
59+45 RT - THRU ARROW
60+14 RT - LEFT TURN ARROW (TH 530)
60+24 RT - THRU ARROW (TH 530)
60+24 RT - RIGHT TURN ARROW (TH 530)
60+66 LT - LEFT TURN ARROW
60+68 LT - THRU ARROW
60+69 LT - RIGHT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
57+46 RT - ONLY
57+74 RT - RIGHT TURN ARROW
57+75 RT - THRU ARROW
57+86 RT - LEFT TURN ARROW
58+62 RT - RIGHT TURN ARROW
58+63 RT - THRU ARROW
58+96 RT - ONLY
59+36 RT - LEFT TURN ARROW
59+44 RT - RIGHT TURN ARROW
59+45 RT - THRU ARROW
59+53 TO 59+60 LT - YIELD MARKINGS (4)
60+14 RT - LEFT TURN ARROW (TH 530)
60+24 RT - THRU ARROW (TH 530)
60+24 RT - RIGHT TURN ARROW (TH 530)
60+66 LT - LEFT TURN ARROW
60+68 LT - THRU ARROW
60+69 LT - RIGHT TURN ARROW
61+06 LT - ONLY

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
59+66 TO 59+73 RT (LANDING)
59+87 TO 59+93 LT (LANDING)
60+45 TO 60+50 RT (LANDING)
60+45 TO 60+50 LT (LANDING)

REMOVING AND
RESETTING CURB
59+87 TO 59+93 LT

US 5
57+40.00
(MM 1.087)
BEGIN PROJECT
STP 2623(1)
BEGIN COLD
PLANE & OVERLAY



DETECTABLE WARNING
SURFACE (DWS)
59+71 RT
59+93 LT
60+48 RT
60+48 LT

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
57+44 RT (CB)
59+68 RT (CB)
59+75 LT (CB)
60+30 RT (CB) (TH 530)
60+52 RT (CB)
61+22 RT (CB)
61+22 LT (CB)

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
59+74 RT (DMH)
60+28 RT (DMH)
60+43 RT (DMH)

CHANGING ELEVATION
OF SEWER MANHOLES
60+25 RT

ADJUST ELEVATION
OF VALVE BOX
59+12 LT
60+02 LT
60+08 LT
60+16 LT

REMOVING SIGNS
AS SHOWN - 11

ERECTING SALVAGED SIGNS
AS SHOWN - 2

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
g--g	=	EXISTING GUARDRAIL
o—o	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 1 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_26
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 26 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
61+50 TO 64+26 SOLID LT
61+50 TO 62+08 SOLID LT (LANE LINE)
61+50 TO 64+61 SOLID RT
62+08 TO 63+13 DOTTED LT (LANE LINE)
62+13 TO 63+18 DOTTED RT (LANE LINE)
63+18 TO 64+18 SOLID RT (LANE LINE)
64+69 TO 65+50 SOLID LT
64+69 TO 65+50 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
64+31 SOLID LT (TH 10)
64+61 SOLID LT (TH 10)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
61+50 TO 62+08 DOUBLE SOLID RT
62+08 TO 63+18 DOUBLE SOLID RT TO LT
63+18 TO 64+18 DOUBLE SOLID LT
64+69 TO 65+50 DOUBLE SOLID LT
64+69 TO 65+50 DOUBLE SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
64+46 DOUBLE SOLID LT (TH 10)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
64+26 TO 64+65 LT
64+65 LT TO RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
64+29 TO 64+44 LT (TH 10)

TEMPORARY LETTER OR SYMBOL, PAINT
61+65 CL - LEFT TURN ARROW
62+02 LT - THRU ARROW
62+04 LT - RIGHT TURN ARROW
64+14 CL - LEFT TURN ARROW
64+38 LT - STOP (TH 10)

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
61+65 CL - LEFT TURN ARROW
62+02 LT - THRU ARROW
62+04 LT - RIGHT TURN ARROW
62+04 CL - ONLY
63+22 CL - ONLY
64+14 CL - LEFT TURN ARROW
64+38 LT - STOP (TH 10)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
64+22 TO 64+29 LT (LANDING)
64+53 TO 64+74 RT (RAMP TYPE 6)
64+62 TO 64+74 LT (RAMP TYPE 6)

VERTICAL GRANITE CURB
64+53 TO 64+60 RT
64+65 TO 64+72 RT

REMOVING AND RESETTING CURB
64+65 TO 64+74 LT

DETECTABLE WARNING SURFACE (DWS)
64+26 LT
64+65 RT
64+65 LT

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
61+75 LT (CB)
61+75 RT (CB)
63+48 RT (CB)
63+48 LT (CB)
64+32 LT (CB) (TH 10)
64+60 LT (CB) (TH 10)

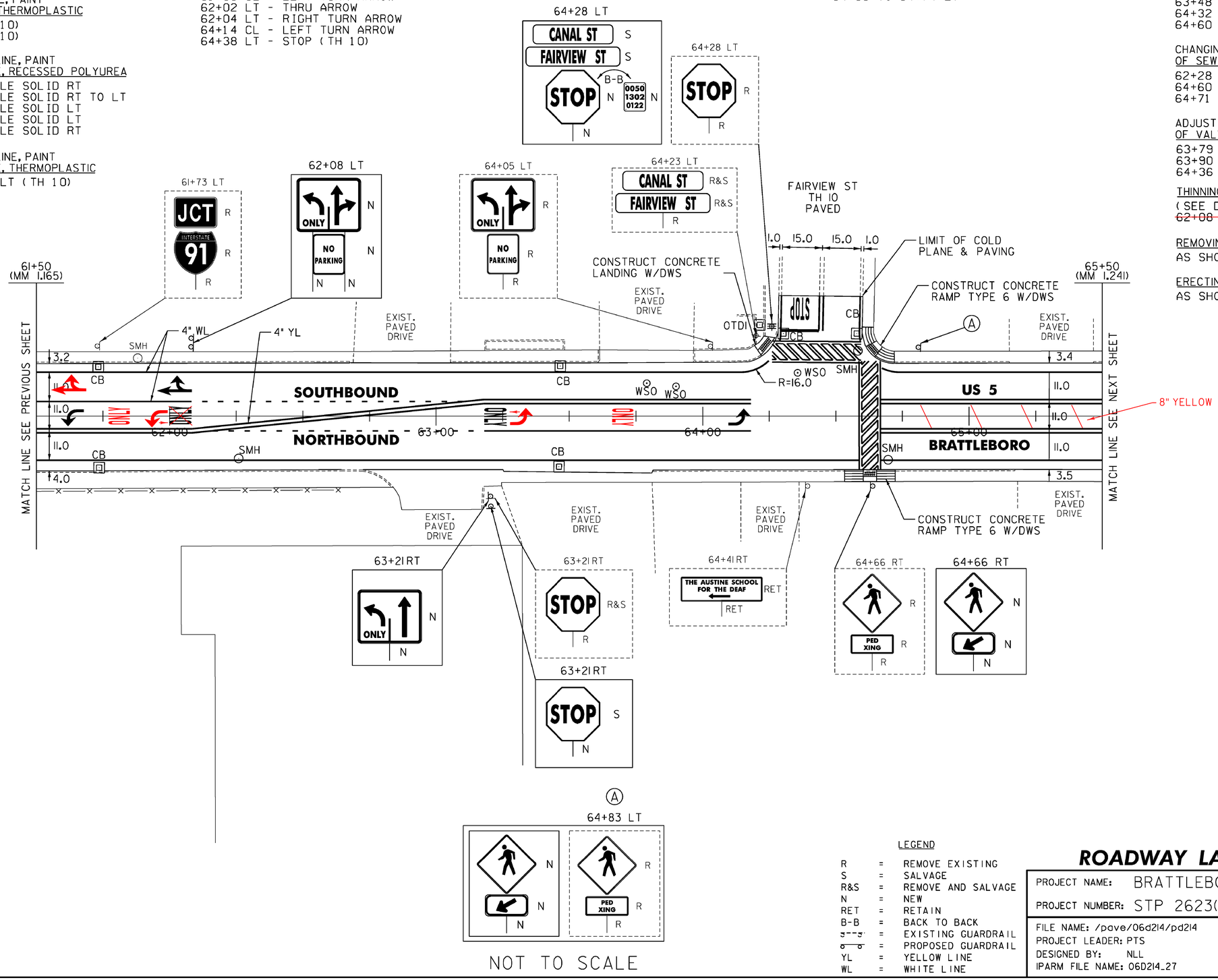
CHANGING ELEVATION OF SEWER MANHOLES
62+28 RT
64+60 LT
64+71 RT

ADJUST ELEVATION OF VALVE BOX
63+79 LT
63+90 LT
64+36 LT

THINNING AND TRIMMING FOR SIGNS
(SEE DETAIL ON SHEET 10)
~~62+08 LT~~

REMOVING SIGNS
AS SHOWN - 12

ERECTING SALVAGED SIGNS
AS SHOWN - 3



LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
~~4"~~	=	EXISTING GUARDRAIL
4"	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 2 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_27

PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 27 OF 163

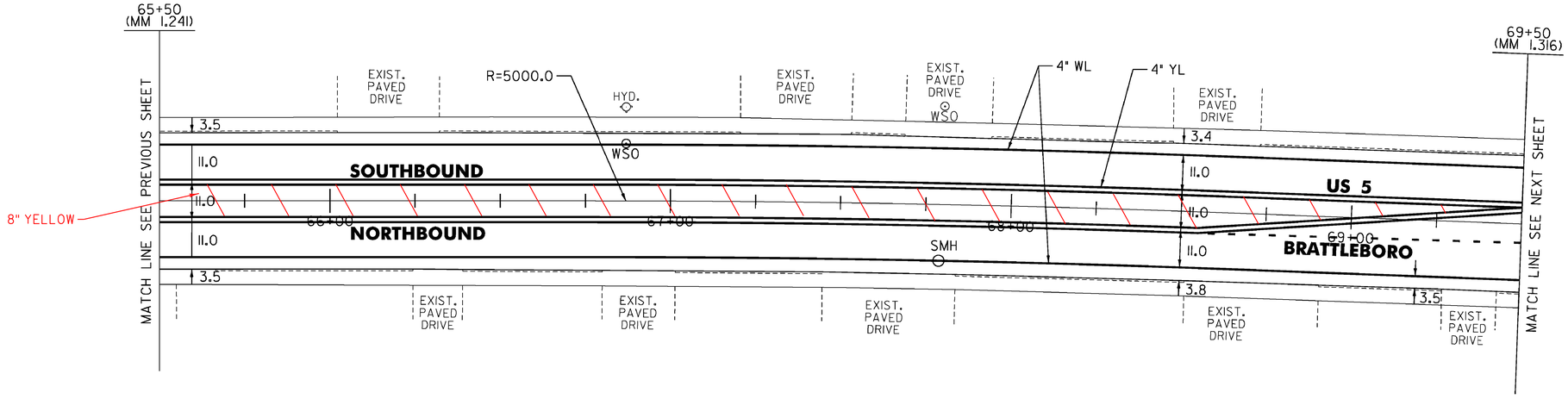
CLD 08-0324 z06D0214.dgn
MODEL: Default

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
65+50 TO 69+50 SOLID LT
65+50 TO 69+50 SOLID RT
68+55 TO 69+50 DOTTED RT (LANE LINE)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
65+50 TO 69+50 DOUBLE SOLID LT
65+50 TO 68+55 DOUBLE SOLID RT
68+55 TO 69+50 DOUBLE SOLID RT TO LT

CHANGING ELEVATION
OF SEWER MANHOLES
67+79 RT

ADJUST ELEVATION
OF VALVE BOX
66+87 LT



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
s--s	=	EXISTING GUARDRAIL
o—o	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 3 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_28
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 28 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA

69+50 TO 70+26 SOLID LT
69+50 TO 69+65 DOTTED RT (LANE LINE)
69+50 TO 70+83 SOLID RT
69+65 TO 70+15 SOLID RT (LANE LINE)
70+65 TO 70+82 SOLID LT
70+89 TO 72+70 SOLID LT
71+23 TO 71+73 SOLID LT (LANE LINE)
71+30 TO 73+48 SOLID RT
71+73 TO 72+23 DOTTED LT (LANE LINE)
71+73 TO 72+23 DOTTED RT (LANE LINE)
72+23 TO 72+73 SOLID RT (LANE LINE)
73+21 TO 73+48 SOLID LT
73+56 TO 74+50 SOLID LT
73+98 TO 74+48 SOLID LT (LANE LINE)
74+02 TO 74+50 SOLID RT
74+48 TO 74+50 DOTTED LT

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC

70+31 SOLID LT (TH 396)
70+60 SOLID LT (TH 396)
70+92 TO 70+96 SOLID RT (TH 512)
71+29 TO 71+30 SOLID RT (TH 512)
72+77 SOLID LT (TH 398)
72+89 SOLID LT (LANE LINE) (TH 398)
73+12 TO 73+14 SOLID LT (TH 398)
73+57 TO 73+65 SOLID RT (TH 504)
73+97 TO 73+99 SOLID RT (TH 504)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA

69+50 TO 70+15 DOUBLE SOLID LT
71+23 TO 71+73 DOUBLE SOLID RT
71+73 TO 72+25 DOUBLE SOLID RT TO LT
72+25 TO 72+73 DOUBLE SOLID LT
73+98 TO 74+50 DOUBLE SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC

70+45 DOUBLE SOLID LT (TH 396)
71+12 DOUBLE SOLID RT (TH 512)
73+00 DOUBLE SOLID LT (TH 398)
73+80 DOUBLE SOLID RT (TH 504)

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE ITAPE

70+29 TO 70+43 LT (TH 396)
71+11 TO 71+27 RT (TH 512)
72+73 TO 72+92 LT (TH 398)
73+79 TO 73+95 RT (TH 504)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC

70+27 TO 70+62 LT
70+87 LT TO RT
70+91 TO 71+31 RT
72+72 TO 73+20 LT
73+51 LT TO RT
73+55 TO 74+03 RT

TEMPORARY LETTER OR SYMBOL, PAINT

70+10 CL - LEFT TURN ARROW
70+37 LT - STOP (TH 396)
71+22 RT - STOP (TH 512)
71+27 CL - LEFT TURN ARROW
72+70 CL - LEFT TURN ARROW
72+83 LT - STOP (TH 398)
72+83 LT - RIGHT TURN ARROW (TH 398)
72+94 LT - STOP (TH 398)
72+94 LT - LEFT TURN ARROW (TH 398)
73+90 RT - STOP (TH 504)
74+02 CL - LEFT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC

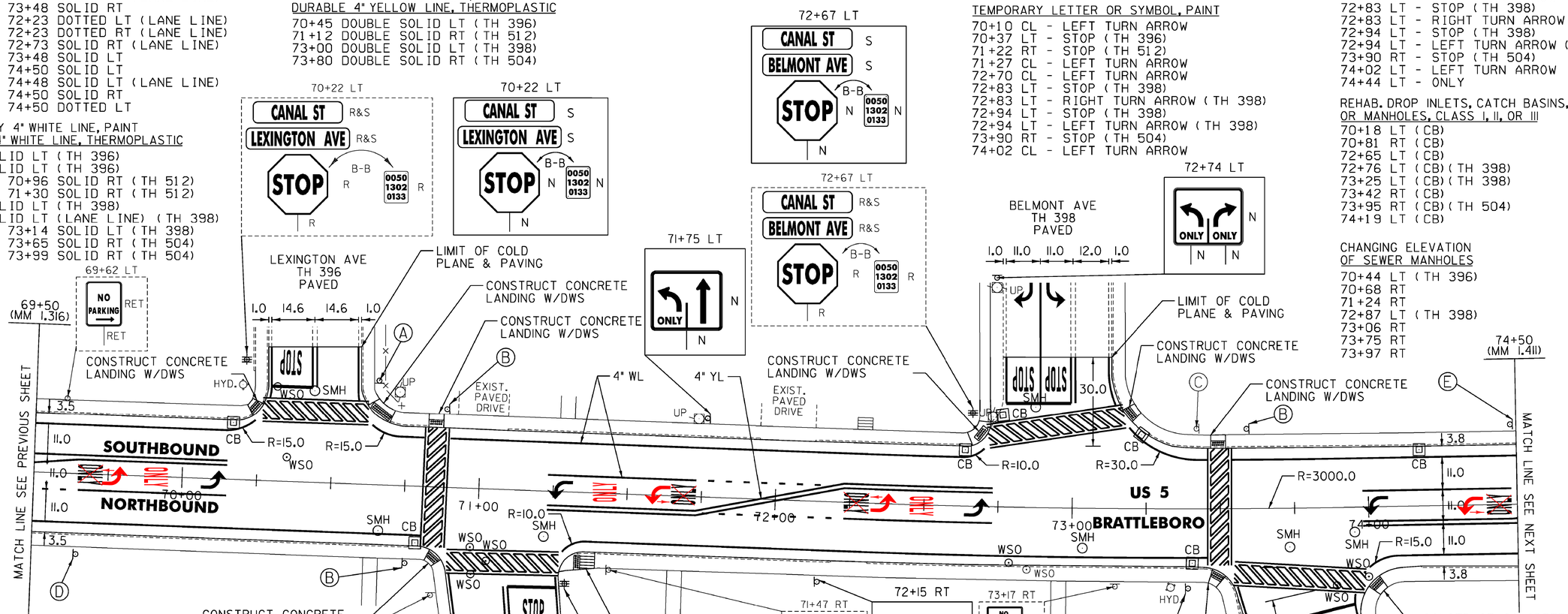
69+69 CL - ONLY
70+10 CL - LEFT TURN ARROW
70+37 LT - STOP (TH 396)
71+22 RT - STOP (TH 512)
71+27 CL - LEFT TURN ARROW
71+69 CL - ONLY
72+27 CL - ONLY
72+70 CL - LEFT TURN ARROW
72+83 LT - STOP (TH 398)
72+83 LT - RIGHT TURN ARROW (TH 398)
72+94 LT - STOP (TH 398)
72+94 LT - LEFT TURN ARROW (TH 398)
73+90 RT - STOP (TH 504)
74+02 LT - LEFT TURN ARROW
74+44 LT - ONLY

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III

70+18 LT (CB)
70+81 RT (CB)
72+65 LT (CB)
72+76 LT (CB) (TH 398)
73+25 LT (CB) (TH 398)
73+42 RT (CB)
73+95 RT (CB) (TH 504)
74+19 LT (CB)

CHANGING ELEVATION OF SEWER MANHOLES

70+44 LT (TH 396)
70+68 RT
71+24 RT
72+87 LT (TH 398)
73+06 RT
73+75 RT
73+97 RT



PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

70+23 TO 70+28 LT (LANDING)
70+62 TO 70+69 LT (LANDING)
70+84 TO 70+89 LT (LANDING)
70+84 TO 70+89 RT (LANDING)
71+30 TO 71+42 RT (LANDING)
72+64 TO 72+72 LT (LANDING)
73+19 TO 73+22 LT (LANDING)
73+44 TO 73+54 LT (LANDING)
73+48 TO 73+53 RT (LANDING)
74+02 TO 74+08 RT (LANDING)

DETECTABLE WARNING SURFACE (DWS)

70+26 LT
70+66 LT
70+87 LT
70+88 RT
71+35 RT
72+71 LT
73+20 LT
73+49 LT
73+51 RT
74+04 RT

ADJUST ELEVATION OF VALVE BOX

70+31 LT (TH 396)
70+35 LT
70+98 RT (TH 512)
70+98 RT (TH 512)
71+05 RT (TH 512)
72+81 RT
73+91 RT (TH 504)
74+02 RT (TH 504)

~~THINNING AND TRIMMING FOR SIGNS~~
~~69+65 RT~~

REMOVING SIGNS
AS SHOWN - 25

ERECTING SALVAGED SIGNS
AS SHOWN - 8

Ⓐ
70+67 LT
DEAD END R
NO OUTLET N

Ⓑ
70+78 RT
70+90 LT
73+41 RT
73+61 LT

Ⓒ
73+45 LT
B-B
H RET H RET

Ⓓ
69+65 RT
ONLY N

Ⓔ
74+48 LT
ONLY N

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 4
US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_29
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 29 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
74+50 TO 79+00 SOLID LT
74+50 TO 76+13 DOTTED LT (LANE LINE)
74+50 TO 79+00 SOLID RT
77+28 TO 78+95 DOTTED RT (LANE LINE)
78+95 TO 79+00 SOLID RT (LANE LINE)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
74+50 TO 76+13 DOUBLE SOLID RT TO LT
74+63 TO 77+28 DOUBLE SOLID RT
76+13 TO 79+00 DOUBLE SOLID LT
77+28 TO 78+74 DOUBLE SOLID RT TO LT

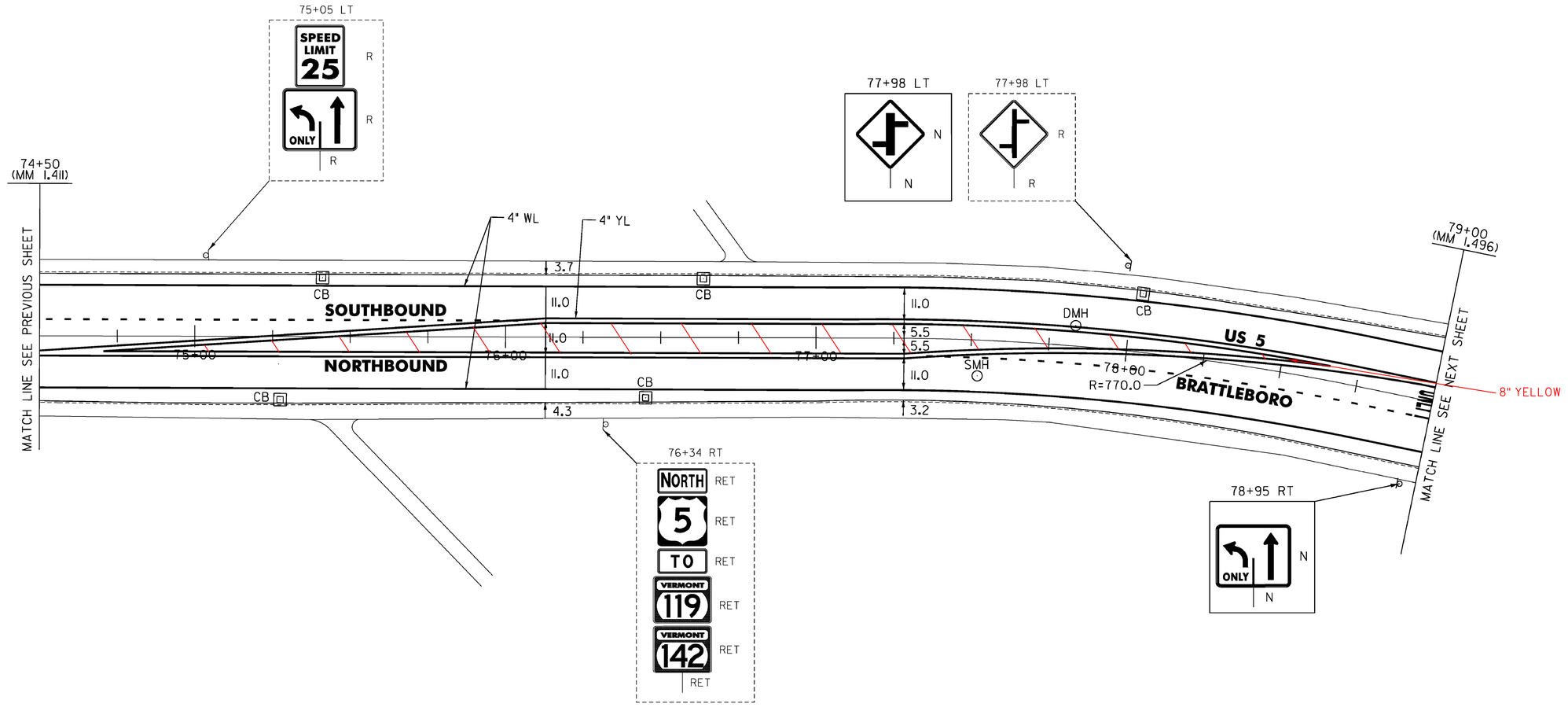
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
78+99 CL - ONLY

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
75+29 RT (CB)
75+43 LT (CB)
76+47 RT (CB)
76+66 LT (CB)
78+05 LT (CB)

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
77+85 LT (DMH)

CHANGING ELEVATION OF SEWER MANHOLES
77+54 RT

REMOVING SIGNS
AS SHOWN - 3



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 5 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_30
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 30 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
79+00 TO 79+61 SOLID LT
79+00 TO 79+45 SOLID RT (LANE LINE)
79+00 TO 80+25 SOLID RT
80+22 TO 84+00 SOLID LT
80+57 TO 81+57 SOLID LT (LANE LINE)
80+67 TO 84+00 SOLID RT
81+57 TO 83+26 DOTTED LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
79+61 TO 80+24 SOLID RT (NO PARKING)
79+65 TO 79+66 SOLID LT (TH 400)
80+07 TO 80+16 SOLID LT (TH 400)
80+30 TO 80+38 SOLID RT (TH 494)
80+63 TO 80+65 SOLID RT (TH 494)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
79+00 TO 79+45 DOUBLE SOLID LT
80+57 TO 84+00 DOUBLE SOLID RT
81+59 TO 83+26 DOUBLE SOLID RT TO LT
83+26 TO 84+00 DOUBLE SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
79+87 DOUBLE SOLID LT (TH 400)
80+49 DOUBLE SOLID RT (TH 494)

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
79+65 TO 79+84 LT (TH 400)
80+48 TO 80+62 RT (TH 494)

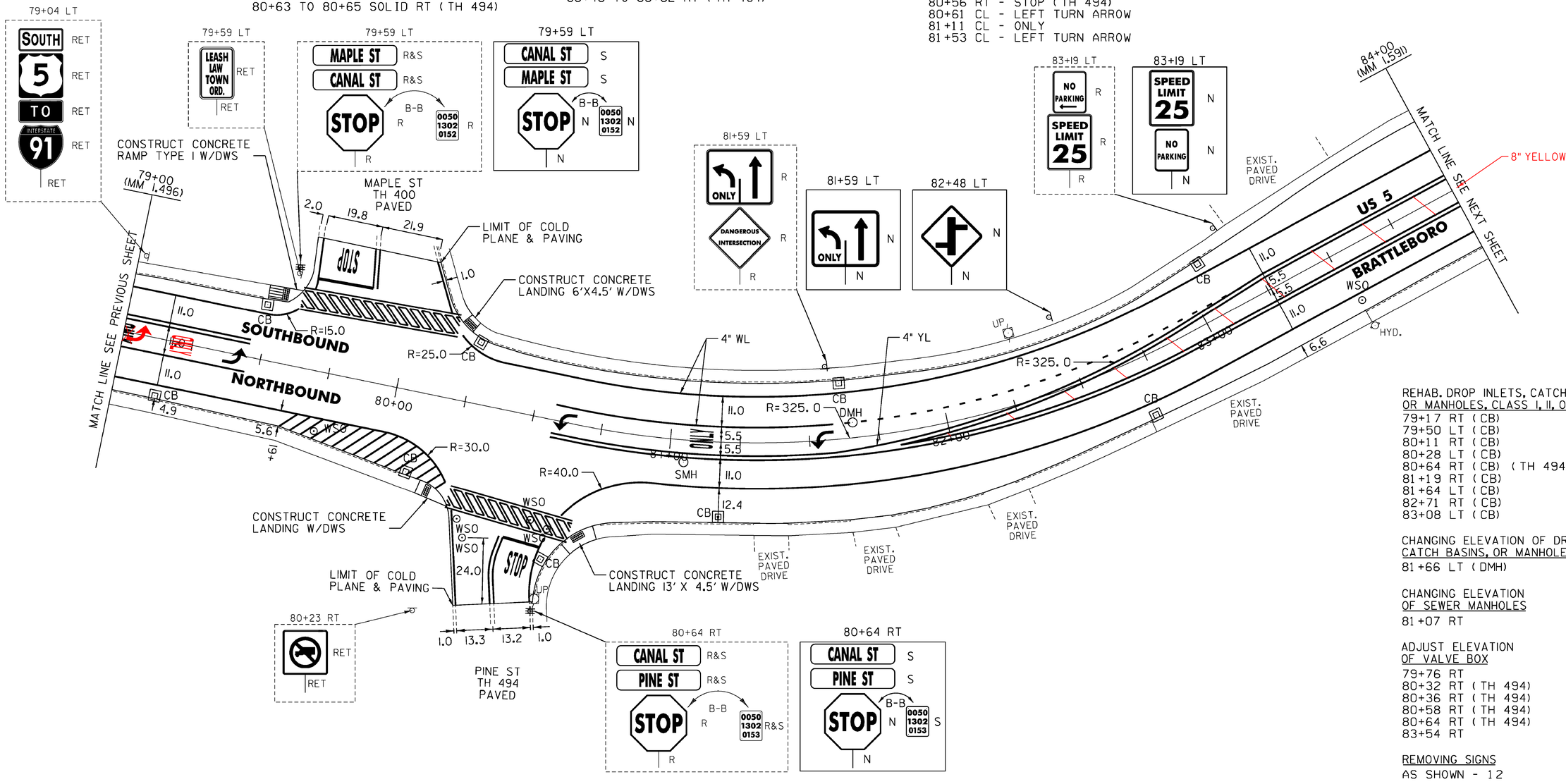
TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
79+62 TO 80+20 LT
80+28 TO 80+72 RT

TEMPORARY LETTER OR SYMBOL, PAINT
79+41 CL - LEFT TURN ARROW
79+75 LT - STOP (TH 400)
80+56 RT - STOP (TH 494)
80+61 CL - LEFT TURN ARROW
81+53 RT - LEFT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
79+41 CL - LEFT TURN ARROW
79+75 LT - STOP (TH 400)
80+56 RT - STOP (TH 494)
80+61 CL - LEFT TURN ARROW
81+11 CL - ONLY
81+53 CL - LEFT TURN ARROW

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
79+50 TO 79+61 LT (RAMP TYPE 1)
80+21 TO 80+25 LT (LANDING)
80+18 TO 80+26 RT (LANDING)
80+67 TO 80+81 RT (LANDING)

DETECTABLE WARNING SURFACE (DWS)
79+57 LT
80+20 RT
80+23 LT
80+74 RT



NOT TO SCALE

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
79+17 RT (CB)
79+50 LT (CB)
80+11 RT (CB)
80+28 LT (CB)
80+64 RT (CB) (TH 494)
81+19 RT (CB)
81+64 LT (CB)
82+71 RT (CB)
83+08 LT (CB)

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
81+66 LT (DMH)

CHANGING ELEVATION OF SEWER MANHOLES
81+07 RT

ADJUST ELEVATION OF VALVE BOX
79+76 RT
80+32 RT (TH 494)
80+36 RT (TH 494)
80+58 RT (TH 494)
80+64 RT (TH 494)
83+54 RT

REMOVING SIGNS
AS SHOWN - 12

ERECTING SALVAGED SIGNS
AS SHOWN - 5

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 6 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_31
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 31 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
84+00 TO 87+54 SOLID LT
84+00 TO 87+74 SOLID RT
85+00 TO 86+30 DOTTED RT (LANE LINE)
86+30 TO 87+55 SOLID RT (LANE LINE)
88+04 TO 89+50 SOLID LT
88+11 TO 89+16 SOLID LT (LANE LINE)
88+25 TO 89+50 SOLID RT
89+16 TO 89+50 DOTTED LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
87+56 TO 87+60 SOLID LT (TH 428)
87+83 TO 87+98 SOLID RT (TH 486)
87+88 TO 87+89 SOLID LT (TH 428)
88+16 TO 88+21 SOLID RT (TH 486)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
84+00 87+55 DOUBLE SOLID LT
84+00 TO 86+29 DOUBLE SOLID RT
88+17 TO 89+50 DOUBLE SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
87+75 DOUBLE SOLID LT (TH 428)
88+05 DOUBLE SOLID RT (TH 486)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
87+58 TO 87+91 LT
87+80 TO 88+20 RT
87+98 TO 88+20 LT TO RT
87+50 TO 87+13 LT TO RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
87+58 TO 87+75 LT (TH 428)
88+06 TO 88+17 RT (TH 486)

TEMPORARY LETTER OR SYMBOL, PAINT
86+34 RT - LEFT TURN ARROW
87+51 RT - LEFT TURN ARROW
87+66 LT - STOP (TH 428)
88+13 RT - STOP (TH 486)
88+26 CL - LEFT TURN ARROW
89+13 CL - LEFT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
86+34 RT - LEFT TURN ARROW
86+93 RT - ONLY
87+51 RT - LEFT TURN ARROW
87+66 LT - STOP (TH 428)
88+13 RT - STOP (TH 486)
88+26 CL - LEFT TURN ARROW
88+70 CL - ONLY
89+13 CL - LEFT TURN ARROW

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
86+56 RT (MH)
87+66 LT (DMH)

87+55 LT
CANAL ST S
BIRGE ST S
STOP N B-B 0050 1302 0166 N

87+55 RT
BIRGE ST R&S
CANAL ST R&S
STOP R B-B 0050 1302 0166 R

85+67 LT
MINSHALL ST S
STOP N B-B 0050 1302 0163 N

85+67 LT
MINSHALL ST R&S
STOP R

88+00 LT
N N

88+97 LT
ONLY N

88+97 LT
ONLY R

85+92 RT
ONLY R

86+17 RT
ONLY N

88+29 RT
R N N

88+25 RT
WASHINGTON ST R&S
CANAL ST R&S
STOP R B-B 0050 1302 0167 R&S

88+25 RT
CANAL ST S
WASHINGTON ST S
STOP N B-B 0050 1302 0167 S

89+31 RT
NO PARKING HERE TO CORNER RET

ORGAN ST
TH 420
PAVED

BIRGE ST
TH 428
PAVED

WASHINGTON ST
TH 486
PAVED

US 5
BRATTLEBORO

SOUTHBOUND
NORTHBOUND

EXISTING DWS
PCCSW 5"
LIMIT OF COLD PLANE & PAVING
CONSTRUCT CONCRETE RAMP TYPE 6 W/DWS AND BACK CURB SEE DETAIL ON SHEET 13
CONSTRUCT CONCRETE LANDING W/DWS
CONSTRUCT CONCRETE RAMP TYPE 6 W/DWS
LIMIT OF COLD PLANE & PAVING
EXIST. PAVED DRIVE
EXIST. CONC. SIDEWALK
4" WL
4" YL
8" YELLOW LINE
MATCH LINE SEE NEXT SHEET
MATCH LINE SEE PREVIOUS SHEET
84+00 (MM 1.591)
89+50 (MM 1.695)
R=450.0
R=15.0
DMH
SMH
MH
WSO
HYD.
CB
UP
STOP

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
87+70 TO 87+73 RT (LANDING)
87+89 TO 88+17 LT (RAMP TYPE 6)
88+18 TO 88+29 RT (RAMP TYPE 6)
87+40 TO 87+50 LT

VERTICAL GRANITE CURB
87+88 TO 87+91 LT
87+94 TO 88+17 LT (BACK CURB)
87+98 TO 88+17 LT

DETECTABLE WARNING SURFACE (DWS)
87+73 RT
87+93 LT
88+21 RT
87+50 LT

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
84+04 RT (CB)
84+45 LT (CB)
85+11 RT (CB)
85+66 LT (CB)
86+16 LT (CB)
87+47 LT (CB)
87+76 RT (CB)
89+41 RT (CB)

CHANGING ELEVATION OF SEWER MANHOLES
84+86 LT
88+90 LT

ADJUST ELEVATION OF VALVE BOX
87+70 RT
87+78 RT
87+86 RT
87+94 RT
88+00 RT

REMOVING SIGNS
AS SHOWN - 13

ERECTING SALVAGED SIGNS
AS SHOWN - 6

LEGEND
R = REMOVE EXISTING
S = SALVAGE
R&S = REMOVE AND SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
= EXISTING GUARDRAIL
= PROPOSED GUARDRAIL
YL = YELLOW LINE
WL = WHITE LINE

NOT TO SCALE

ROADWAY LAYOUT 7 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_32
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 32 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA

89+50 TO 93+91 SOLID LT
89+50 TO 90+54 DOTTED LT (LANE LINE)
89+50 TO 91+89 SOLID RT
92+09 TO 93+22 SOLID RT
93+38 TO 95+00 SOLID RT
94+13 TO 95+00 SOLID LT

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC

91+90 SOLID RT (TH 478)
92+08 SOLID RT (TH 478)
93+23 SOLID RT (TH 476)
93+37 SOLID RT (TH 476)
93+92 SOLID LT (TH 430)
94+11 SOLID LT (TH 430)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA

89+50 TO 90+54 DOUBLE SOLID RT
90+54 TO 91+79 SOLID LT & RT
92+19 TO 93+10 SOLID LT & RT
93+50 TO 93+82 SOLID LT & RT
94+22 TO 95+00 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC

94+02 DOUBLE SOLID LT (TH 430)

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE

93+24 TO 93+38 RT (TH 476)
93+93 TO 94+02 LT (TH 430)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC

91+89 TO 92+09 RT
93+20 TO 93+38 RT
93+92 TO 94+13 LT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC

92+32 RT - SCHOOL
93+30 RT - STOP (TH 476)
93+97 LT - STOP (TH 430)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

91+80 TO 91+89 RT (RAMP TYPE 1)
92+10 TO 92+20 RT (RAMP TYPE 1)
93+09 TO 93+21 RT (RAMP TYPE 1)
93+39 TO 93+49 RT (RAMP TYPE 6)
93+83 TO 93+92 LT (RAMP TYPE 6)
94+13 TO 94+18 LT (LANDING)

DETECTABLE WARNING
SURFACE (DWS)

91+87 RT
92+12 RT
93+19 RT
93+43 RT
93+90 LT
94+16 LT

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III

89+63 LT (CB)
91+25 RT (CB)
91+87 RT (CB)
91+92 RT (CB) (TH 478)
92+07 RT (CB) (TH 478)
92+11 LT (CB)
93+37 RT (CB) (TH 476)
93+38 RT (CB)
93+82 LT (CB)
95+00 RT (CB)

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)

91+97 LT (TMH)
94+21 LT (TMH)

CHANGING ELEVATION
OF SEWER MANHOLES

92+04 LT
94+16 LT

ADJUST ELEVATION
OF VALVE BOX

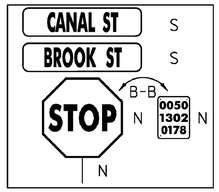
90+79 RT
91+38 RT
91+95 RT
92+05 RT (TH 478)
92+16 RT
93+29 RT (TH 476)
93+92 LT (TH 430)
93+99 RT
95+00 LT

~~THINNING AND TRIMMING FOR SIGNS~~
~~(SEE DETAIL ON SHEET 10)~~
~~93+43 RT~~

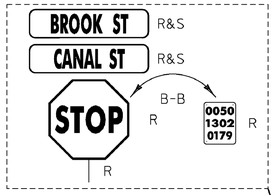
REMOVING SIGNS
AS SHOWN - 10

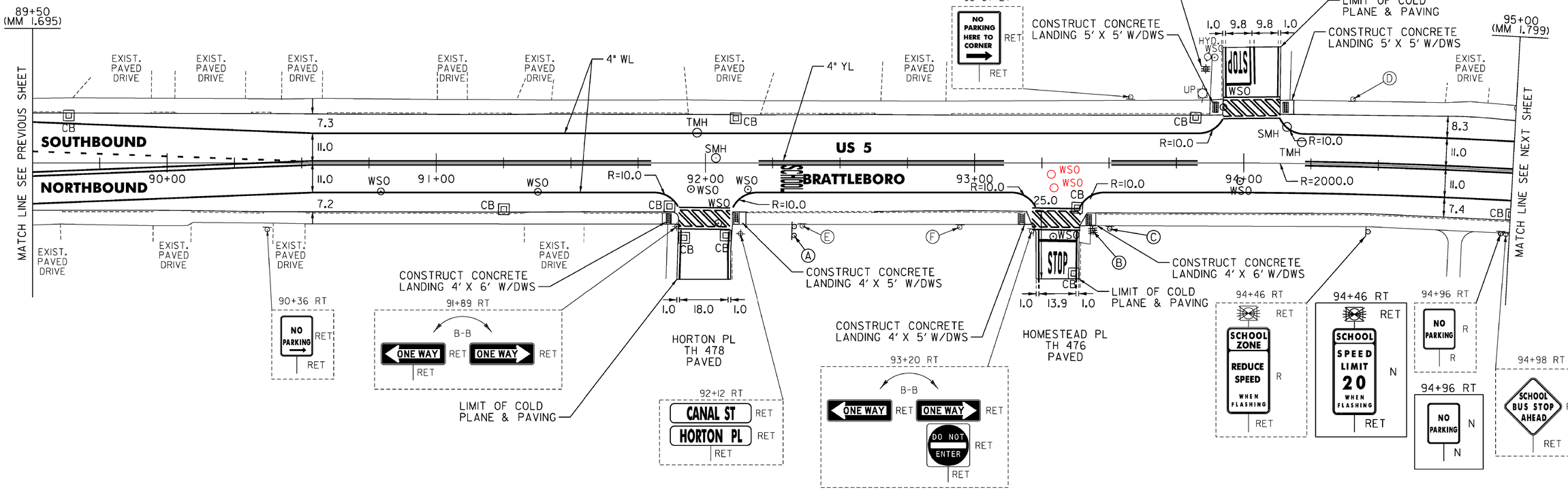
ERECTING SALVAGED SIGNS
AS SHOWN - 4

93+85 LT

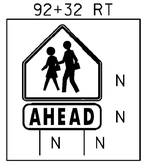


93+85 LT

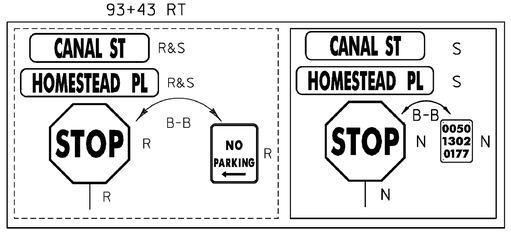




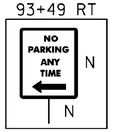
Ⓐ
92+32 RT



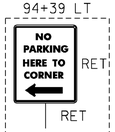
Ⓑ
93+43 RT



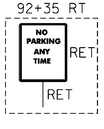
Ⓒ
93+49 RT



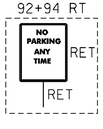
Ⓓ
94+39 LT



Ⓔ
92+35 RT



Ⓕ
92+94 RT



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
~~- - -~~	=	EXISTING GUARDRAIL
o—o	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 8 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_33

PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 33 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
95+00 TO 98+27 SOLID LT
95+00 TO 98+85 SOLID RT
98+68 TO 98+84 SOLID LT
98+91 TO 100+00 SOLID LT
99+42 TO 100+00 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
98+34 TO 98+48 SOLID LT (TH 11)
98+68 TO 98+72 SOLID LT (TH 11)
98+99 TO 99+11 SOLID RT (TH 468)
99+42 TO 99+43 SOLID RT (TH 468)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
95+00 TO 98+24 SOLID LT & RT
98+97 TO 100+00 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
98+51 DOUBLE SOLID LT (TH 11)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
98+10 TO 98+70 LT
98+87 TO 98+89 LT TO RT
98+95 TO 99+43 RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
98+24 RT
98+41 TO 98+51 LT (TH 11)
98+97 LT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
96+04 RT - STOP
96+45 RT - AHEAD
98+15 RT - STOP
98+50 LT - STOP (TH 11)
99+05 LT - STOP

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
98+04 TO 98+11 LT (LANDING)
98+70 TO 98+74 LT (LANDING)
98+82 TO 98+96 LT (RAMP TYPE 6)
99+43 TO 99+49 RT (LANDING)
99+00 RT (RAMP)

DETECTABLE WARNING
SURFACE (DWS)
98+09 LT 99+00 RT
98+71 LT
98+87 LT
99+44 RT

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
95+06 LT (CB)
97+71 LT (CB)
98+00 RT (CB)
98+69 LT (CB)
99+41 RT (CB)

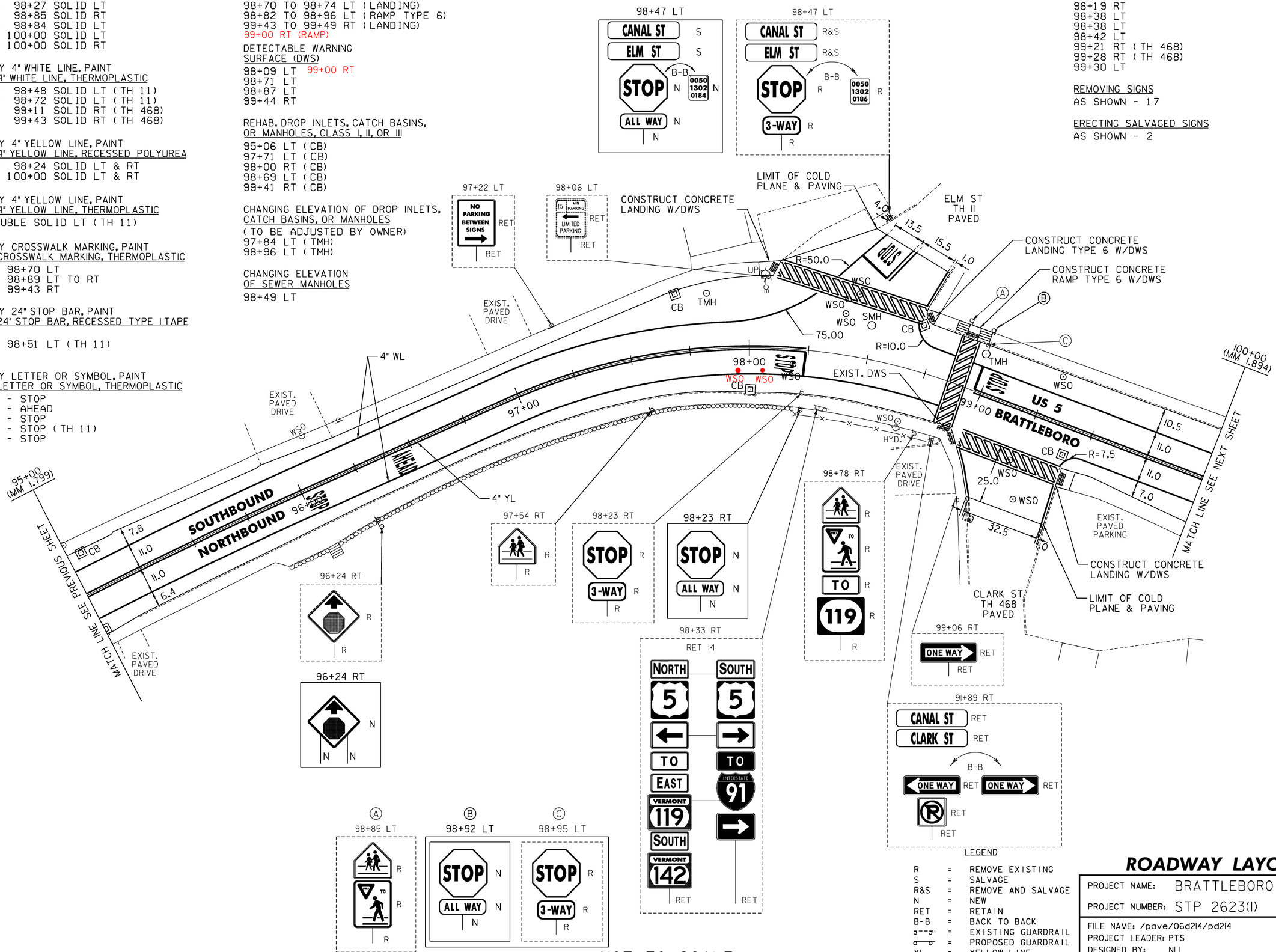
CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
97+84 LT (TMH)
98+96 LT (TMH)

CHANGING ELEVATION
OF SEWER MANHOLES
98+49 LT

ADJUST ELEVATION
OF VALVE BOX
98+19 RT
98+38 LT
98+38 LT
98+42 LT
99+21 RT (TH 468)
99+28 RT (TH 468)
99+30 LT

REMOVING SIGNS
AS SHOWN - 17

ERECTING SALVAGED SIGNS
AS SHOWN - 2



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 9 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_34
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 34 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
100+00 TO 105+00 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
100+00 TO 105+00 SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
100+50 LT - AHEAD
100+90 LT - STOP
102+32 LT - SCHOOL

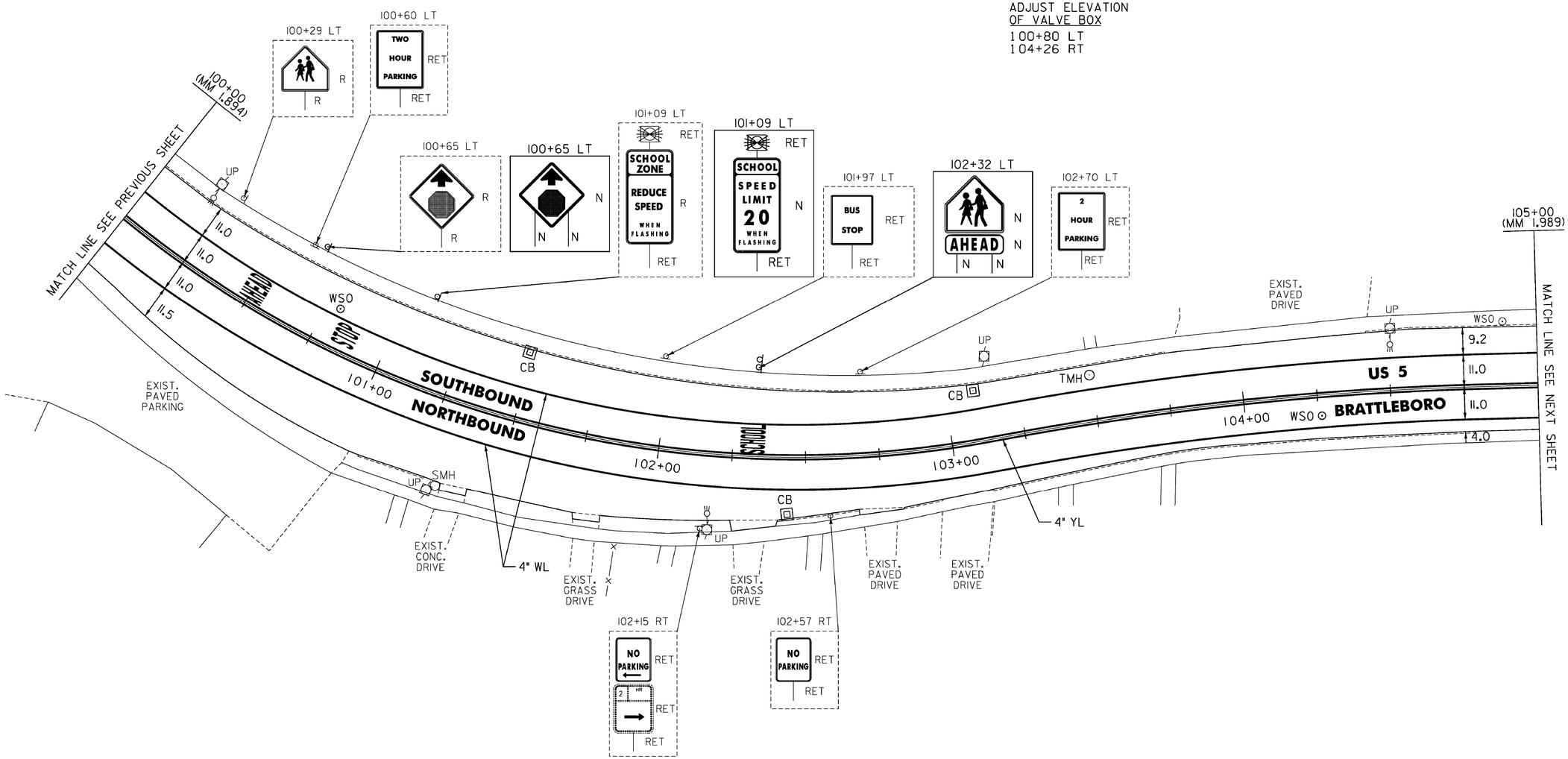
REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
101+49 LT (CB)
102+44 RT (CB)
103+10 LT (CB)

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
103+49 LT (TMH)

ADJUST ELEVATION
OF VALVE BOX
100+80 LT
104+26 RT

~~THINNING AND TRIMMING FOR SIGNS~~
~~(SEE DETAIL ON SHEET 10)~~
~~101+09 LT~~

REMOVING SIGNS
AS SHOWN - 3



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 10 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_35

PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 35 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
105+00 TO 109+37 SOLID LT
105+00 TO 105+70 SOLID RT
106+13 TO 109+35 SOLID RT
109+46 TO 109+95 SOLID LT
110+03 TO 110+50 SOLID LT (LANE LINE)
110+03 TO 110+50 SOLID LT & RT

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
105+73 TO 105+79 SOLID RT (TH 468)
106+08 TO 106+10 SOLID RT (TH 468)
109+68 TO 109+74 SOLID RT (TH 9) (LANE LINE)
109+76 TO 109+92 SOLID RT (TH 9)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
105+00 TO 105+71 SOLID LT & RT
106+11 TO 109+36 SOLID LT & RT
110+03 TO 110+50 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
109+65 DOUBLE SOLID RT (TH 9)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
105+73 TO 106+11 RT
~~109+39 TO 109+42 RT TO LT~~
109+45 TO 109+95 RT
~~109+99 RT & LT~~
107+13 LT/RT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
105+93 RT - STOP (TH 468)
109+68 RT - STOP (TH 9)
109+77 RT - STOP (TH 9)
110+10 LT - THRU ARROW
110+11 LT - LEFT TURN ARROW

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
105+75 TO 106+11 RT (TH 468)
109+65 TO 109+85 RT (TH 9)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
105+62 TO 105+70 RT (LANDING)
106+13 TO 106+18 RT (LANDING)
~~109+12 TO 109+52 LT (RAMP TYPE 6)~~
~~109+89 TO 110+09 LT (RAMP TYPE 6)~~
109+97 TO 110+04 RT (LANDING)
~~110+13 TO 110+18 RT (CONCRETE SIDEWALK)~~
~~110+32 TO 110+37 LT (CONCRETE SIDEWALK)~~
107+08 TO 107+15 RT

VERTICAL GRANITE CURB
109+12 TO 109+32 LT
109+12 TO 109+52 LT (BACK CURB)
109+44 TO 109+51 LT

DETECTABLE WARNING
SURFACE (DWS)
105+65 RT
106+14 RT
~~109+42 LT~~
~~109+99 RT~~
110+04 ~~LT~~RT
107+15 RT

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
106+20 RT (CB)
106+32 LT (CB)
107+50 LT (CB)
108+14 LT (CB)
108+22 RT (CB)
109+45 RT (CB)
109+55 LT (CB)

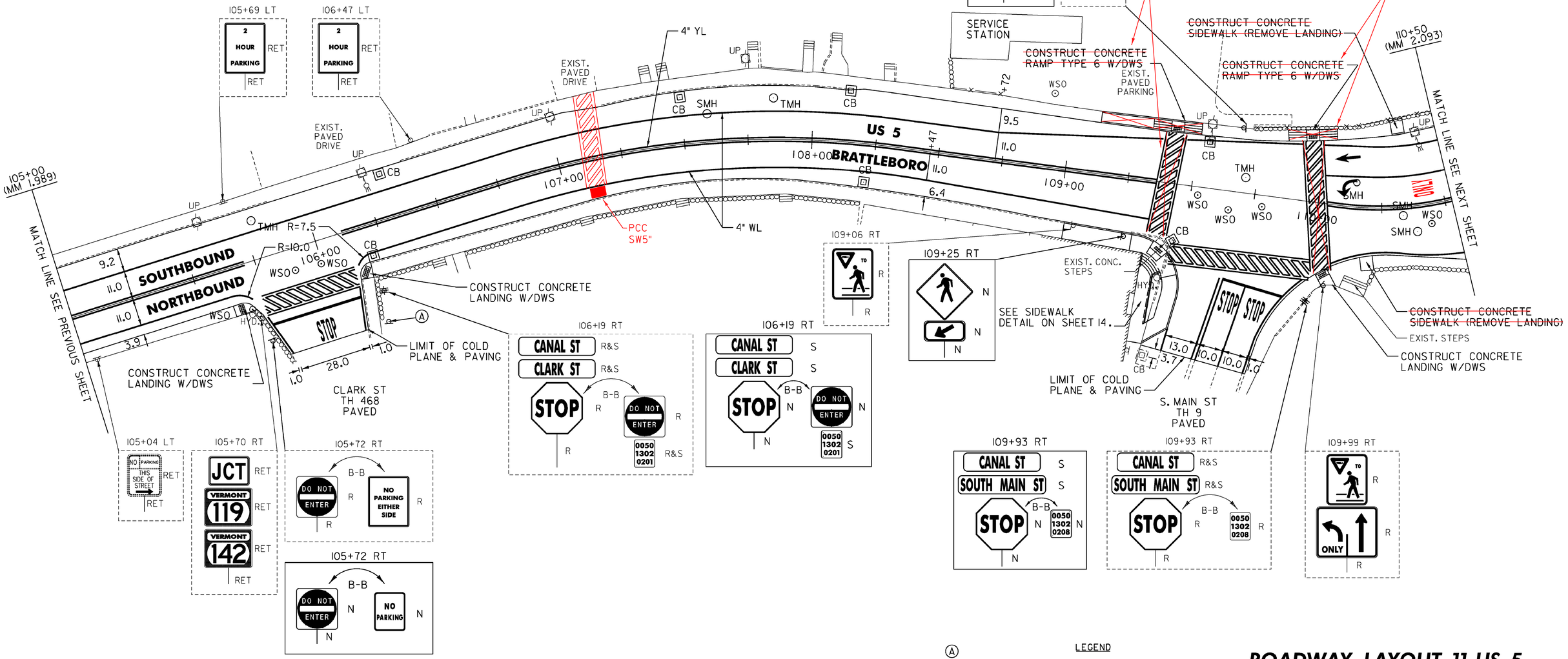
CHANGING ELEVATION
OF SEWER MANHOLES
107+60 LT
110+15 LT
110+31 RT
110+35 RT

ADJUST ELEVATION
OF VALVE BOX
105+69 RT 109+53 RT
105+89 RT 109+65 RT
105+99 RT 109+78 RT
110+41 RT
3 WSO'S @ TH 468
PER TOWN (NOT SHOWN)

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
105+78 LT (TMH)
107+85 LT (TMH)
109+71 LT (TMH)

REMOVING SIGNS
AS SHOWN - 15

ERECTING SALVAGED SIGNS
AS SHOWN - 5



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 11 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_36
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 36 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
110+50 TO A 7+81 SOLID RT
110+50 TO A 7+90 LT
110+50 TO 110+76 LT (LANE LINE)
110+80 TO A 7+82 RT SOLID (LANE LINE)
A 9+08 TO A 9+76 SOLID CL (LANE LINE)
A 9+76 TO A 10+00 DOTTED CL (LANE LINE)
A 9+77 TO A 10+00 DOTTED RT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
VT 142
113+00 TO 113+43 SOLID RT (LANE LINE)
113+00 TO 113+52 SOLID LT
113+00 TO 113+43 SOLID RT
VT 119
41+34 TO 42+00 SOLID RT
41+54 TO 42+00 SOLID LT (LANE LINE)
41+54 TO 42+00 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
110+50 TO A 7+83 SOLID LT & RT
A 9+08 TO A 10+00 DOUBLE SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
A 8+19 TO A 8+22 DOUBLE SOLID LT (EXIST. DRIVE)
VT 142
113+00 TO 113+43 SOLID LT & RT
VT 119
41+54 TO 42+00 SOLID LT & RT

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
A 7+90 TO A 7+96 RT TO LT
A 8+02 TO A 8+49 LT
A 8+89 TO A 9+06 LT TO RT
VT 142
113+51 TO 113+57 RT TO LT

TEMPORARY LETTER OR SYMBOL, PAINT
110+72 LT - THRU ARROW
A 7+70 RT - LEFT/THRU ARROW
A 7+75 RT - RIGHT TURN ARROW
A 9+17 RT - LEFT TURN ARROW
VT 142
113+35 RT - RIGHT TURN ARROW
VT 119
41+62 LT - RIGHT TURN ARROW
41+66 LT - THRU/LEFT ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
110+72 LT - THRU ARROW
110+72 LT - ONLY
110+84 RT - ONLY
A 7+70 RT - LEFT/THRU ARROW
A 7+75 RT - RIGHT TURN ARROW
A 9+17 RT - LEFT TURN ARROW
A 9+72 RT - ONLY
VT 142
113+35 RT - RIGHT TURN ARROW
VT 119
41+62 LT - RIGHT TURN ARROW
41+66 LT - THRU/LEFT ARROW

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
A 7+81 TO A 7+83 RT
A 7+99 TO A 8+23 LT
A 9+08 LT TO RT
VT 142
113+43 RT
VT 119
41+53 LT

TEMPORARY RAILROAD CROSSING SYMBOL, PAINT
DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC
41+91 RT

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
A 8+79 LT (DMH)

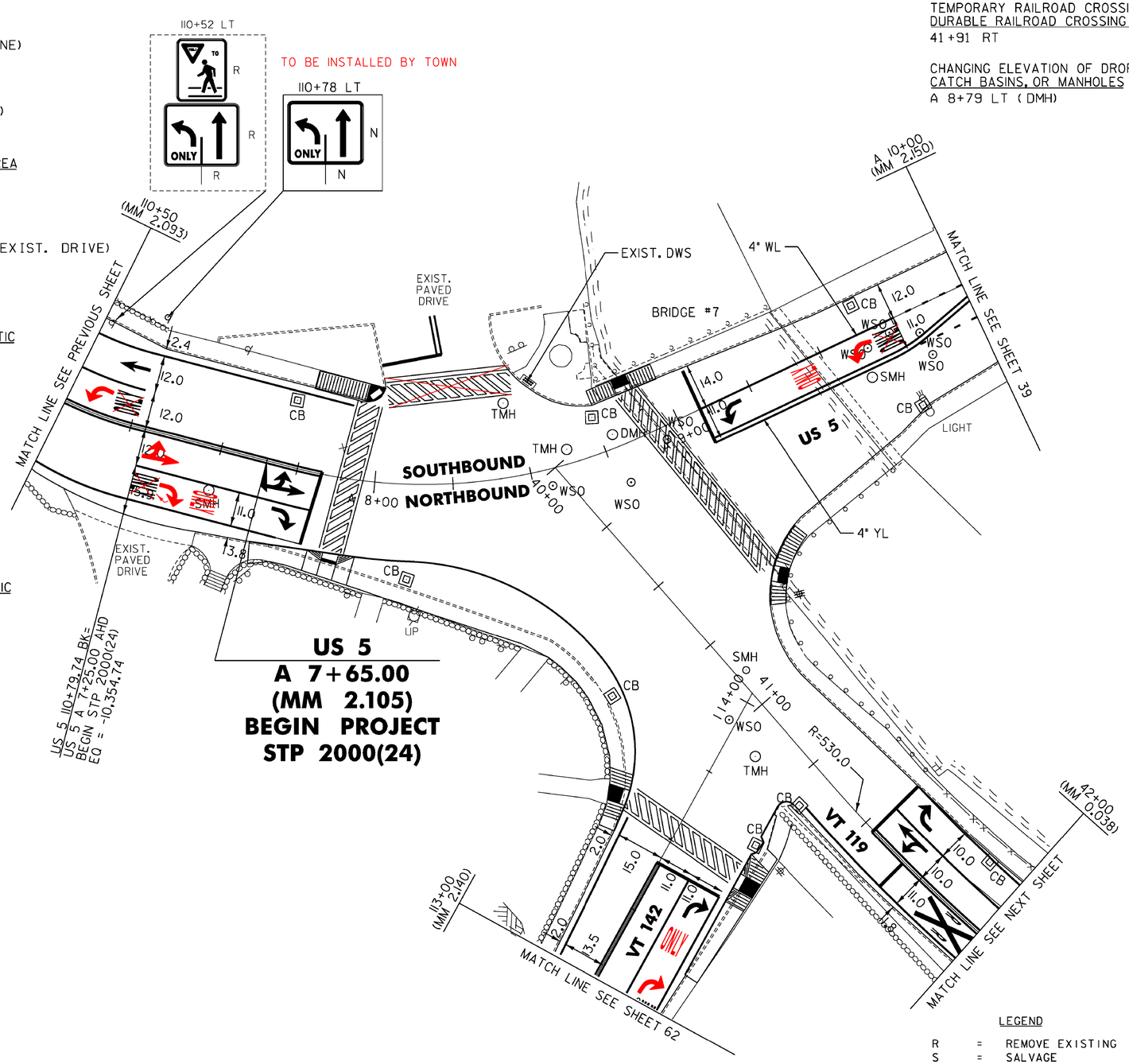
CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
A 8+45 LT (TMH)
A 8+63 LT (TMH)
VT 119
41+11 RT (TMH)

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
A 7+70 LT (CB)
A 8+11 RT (CB) (STP 2000(24))
A 8+75 LT (CB)
A 9+65 LT (CB)
A 9+73 RT (CB)
VT 142
113+62 RT (CB) (STP 2000(24))
113+81 LT (CB) (STP 2000(24))
VT 119
41+33 RT (CB)
41+88 LT (CB)

CHANGING ELEVATION OF SEWER MANHOLES
A 7+50 RT
A 9+62 RT
VT 119
40+88 LT

ADJUST ELEVATION OF VALVE BOX
A 8+56 RT
A 8+79 RT
A 8+94 RT
A 9+64 RT
A 9+73 RT
A 9+81 RT
A 9+82 RT
VT 119
40+97 RT

REMOVING SIGNS
AS SHOWN - 2



NOT TO SCALE

SEE STP 2000(24) FOR SIGNING BETWEEN STA A 7+25 TO 128+25 ON US 5, ON VT 119, AND BETWEEN STA 113+00 TO 114+00 ON VT 142.

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
g---g	=	EXISTING GUARDRAIL
o---o	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 12 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_37
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 37 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
42+00 TO 43+02SOLID LT
42+00 TO 42+99 SOLID LT (LANE LINE)
42+00 TO 42+91 SOLID RT
43+12 TO 44+75 SOLID RT
43+20 TO 45+00 DOTTED RT (LANE LINE)
43+23 TO 44+50 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
42+00 TO 42+95 SOLID LT & RT
43+16 TO 45+00 SOLID LT & RT

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
42+16 LT - ONLY
42+70 LT - RIGHT (TURN ARROW)

TEMPORARY LETTER OR SYMBOL, PAINT
42+70 LT - RIGHT TURN ARROW

TEMPORARY RAILROAD CROSSING SYMBOL, PAINT
DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC
44+74 LT

REMOVAL OF EXISTING PAVEMENT MARKINGS
42+50 TO 44+50 LANE LINE
42+50 TO 44+50 DOUBLE YELLOW LINE

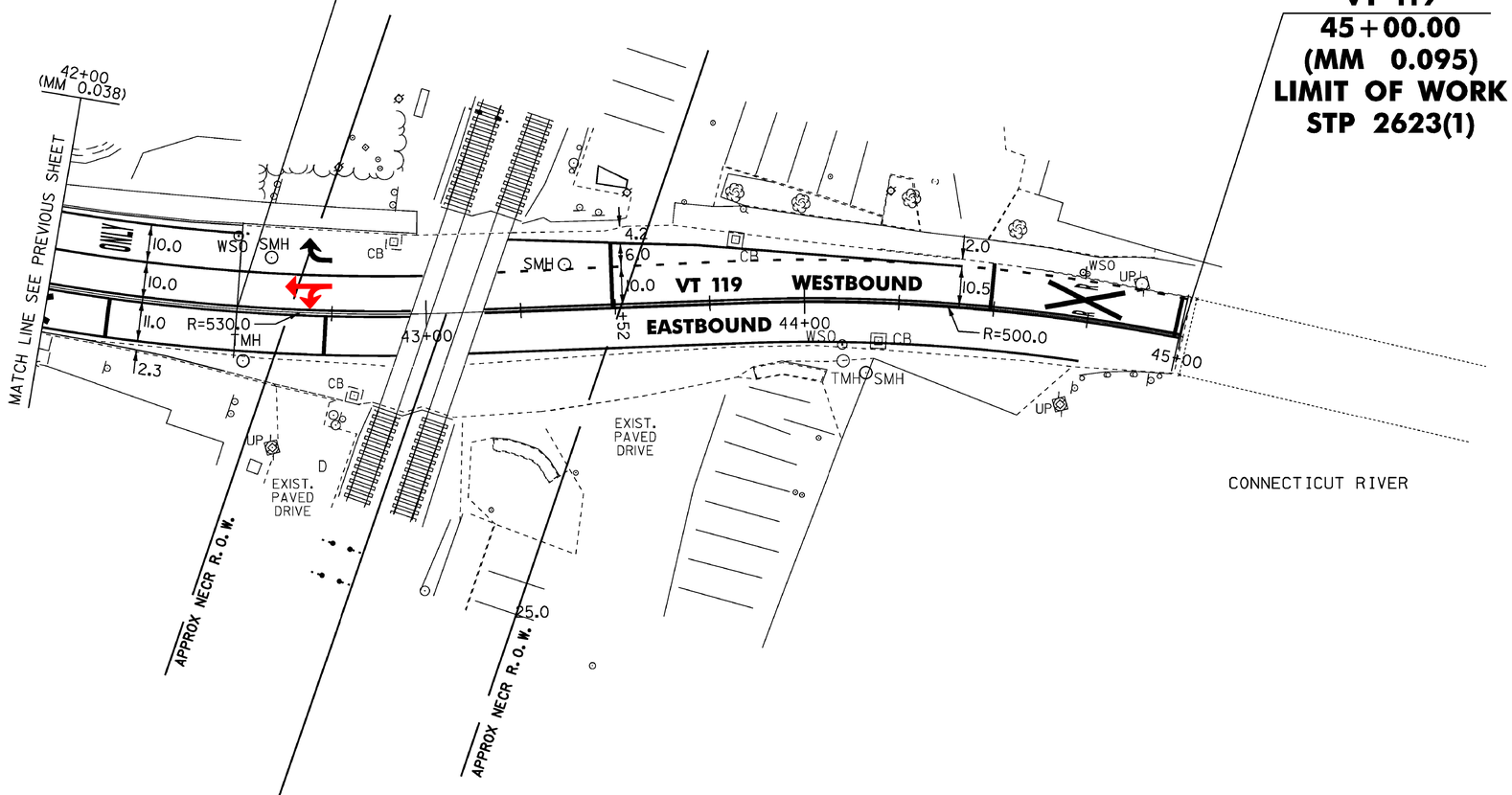
~~THINNING AND TRIMMING FOR SIGNS~~
~~44+75 RT~~

REMOVING AND RESETTING CURB
42+03 TO 42+50 RT

REHAB DI CB OO MH
42+65 LT

VT 119
42+50.00
(MM 0.047)
LIMIT OF
COLD PLANING
AND PAVING

VT 119
45+00.00
(MM 0.095)
LIMIT OF WORK
STP 2623(1)



VT ROUTE 119 STATION 43+05.44
NEW ENGLAND CENTRAL RAILROAD (NECR)
VT ROUTE 119 (BRIDGE STREET)
STA. 3229+16.50
AAR\DOT # 247794V
RR MP. 121.12

NOT TO SCALE

SEE STP 2000(24) FOR SIGNING ON VT 119

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 12 VT 119

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_38
PLOT DATE: 07-APR-2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 38 OF 163

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
A 10+00 TO A 10+17 DOTTED CL (LANE LINE)
A 10+00 TO A 10+17 DOTTED RT (LANE LINE)
A 10+17 TO A 10+67 SOLID RT (LANE LINE)
A 11+45 TO A 12+93 SOLID LT
A 12+24 TO A 12+66 DOTTED RT (LANE LINE)
A 12+66 TO A 13+22 SOLID RT (LANE LINE)
A 14+15 TO A 15+00 SOLID LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
A 11+72 TO A 12+48 SOLID RT (PARKING)
A 12+48 TO A 12+51 SOLID RT (NO PARKING)
A 12+64 TO A 12+76 SOLID RT (NO PARKING)
A 12+76 TO A 13+16 SOLID RT (PARKING)
A 13+16 TO A 13+36 SOLID RT (NO PARKING)
A 14+10 TO A 14+30 SOLID RT (NO PARKING)
A 14+30 TO A 15+00 SOLID RT (PARKING)
A 14+57 TO A 15+00 SOLID LT (PARKING)
ELLIOT STREET
60+00 TO 61+06 SOLID RT (LANE LINE)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
A 10+00 TO A 10+18 DOUBLE SOLID RT
A 10+18 TO A 10+68 SOLID LT & RT
A 11+45 TO A 13+22 SOLID LT & RT
A 13+22 TO A 14+14 DOTTED RT
A 14+14 TO A 15+00 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
A 14+17 TO A 14+57 SOLID LT (BUS STOP)
FLAT STREET
51+16 TO 51+36 SOLID LT & RT
ELLIOT STREET
60+00 TO 60+86 SOLID LT & RT

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
A 10+22 RT - ONLY
A 10+58 RT - LEFT TURN ARROW
A 12+83 RT - ONLY
A 13+13 RT - LEFT TURN ARROW
A 14+23 LT - RIGHT TURN ARROW
A 14+67 LT - ONLY
FLAT STREET
51+27 RT - LEFT TURN ARROW
51+27 RT - RIGHT TURN ARROW
ELLIOT STREET
60+04 RT - RIGHT TURN ARROW
60+37 RT - ONLY
60+51 RT - ONLY
60+77 RT - LEFT TURN ARROW
60+97 RT - RIGHT TURN ARROW

TEMPORARY LETTER OR SYMBOL, PAINT
A 10+58 RT - LEFT TURN ARROW
A 12+83 RT - LEFT TURN ARROW
A 14+23 LT - RIGHT TURN ARROW
FLAT STREET
51+27 RT - LEFT TURN ARROW
51+27 RT - RIGHT TURN ARROW
ELLIOT STREET
60+04 RT - RIGHT TURN ARROW
60+77 RT - LEFT TURN ARROW
60+97 RT - RIGHT TURN ARROW

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
A 10+83 LT TO RT
A 11+25 LT TO RT
A 13+48 LT TO RT
A 13+97 LT TO RT
FLAT STREET
51+48 TO 51+52 LT TO RT
ELLIOT STREET
61+07 TO 61+27 LT TO RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
A 10+68 RT
A 11+45 LT
A 13+22 RT
A 14+14 LT
FLAT STREET
51+35 RT
ELLIOT STREET
60+86 RT
61+06 RT

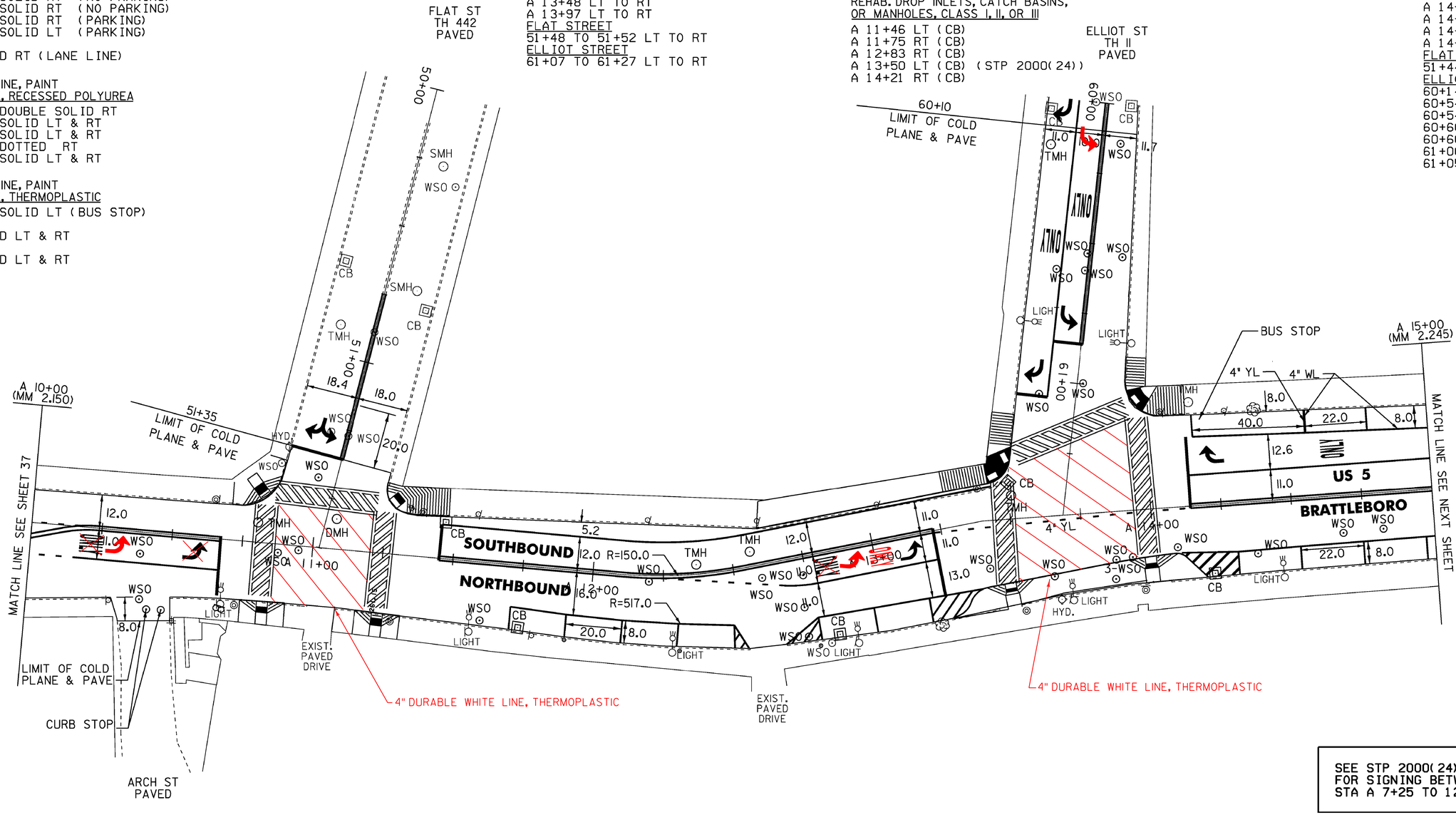
CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
A 11+08 LT (DMH)

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
A 11+46 LT (CB)
A 11+75 RT (CB)
A 12+83 RT (CB)
A 13+50 LT (CB) (STP 2000(24))
A 14+21 RT (CB)

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
A 10+80 LT (TMH)
A 12+37 LT (TMH)
A 12+57 LT (TMH)
A 13+51 LT (TMH)
ELLIOT ST
60+17 RT (TMH)

ADJUST ELEVATION OF VALVE BOX
(TO BE ADJUSTED BY OWNER)
A 10+43 RT (CURB STOP)
A 10+48 RT (CURB STOP)

ADJUST ELEVATION OF VALVE BOX
A 10+39 RT
A 10+40 RT
A 10+88 RT
A 10+95 RT
A 11+61 RT
A 12+20 RT
A 12+59 RT
A 12+73 RT
A 12+73 RT
A 12+74 RT
A 13+42 RT
A 13+64 RT
A 13+86 RT
A 13+87 RT
A 13+92 RT
A 14+09 RT
A 14+37 RT
A 14+68 RT
A 14+82 RT
FLAT STREET
51+44 RT
ELLIOT ST
60+14 LT
60+54 LT
60+54 RT
60+60 RT
60+60 RT
61+00 LT
61+05 RT



NOT TO SCALE

SEE STP 2000(24)
FOR SIGNING BETWEEN
STA A 7+25 TO 128+25

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 13 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_39
PLOT DATE: 05-APR-2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 39 OF 163

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA

A 15+00 TO A 15+16 SOLID LT (LANE LINE)
A 15+25 TO A 16+04 DOTTED RT (LANE LINE)
A 16+04 TO A 17+37 SOLID RT (LANE LINE)
B 18+51 TO B 20+50 SOLID LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC

A 15+00 TO A 15+14 SOLID LT (NO PARKING)
A 15+00 TO A 16+97 SOLID RT (PARKING)
A 15+25 TO A 17+23 SOLID LT (PARKING)
A 16+97 TO A 17+19 SOLID RT (NO PARKING)
A 17+23 TO A 17+43 SOLID LT (NO PARKING)
B 18+99 TO B 20+50 SOLID LT (PARKING)
B 19+46 TO B 19+90 SOLID RT (PARKING)
HIGH STREET
70+00 TO 71+13 SOLID RT (LANE LINE)
70+11 TO 71+03 SOLID LT (NO PARKING)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA

A 15+00 TO A 15+25 SOLID LT & RT
A 15+25 TO A 17+04 DOUBLE SOLID LT
A 17+04 TO B 18+57 DOTTED LT
A 18+57 TO B 20+50 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC

A 18+51 TO B 18+99 SOLID LT (BUS STOP)
HIGH STREET
70+00 TO 70+95 SOLID LT & RT

DURABLE LETTER OR SYMBOL, THERMOPLASTIC

A 15+11 LT - RIGHT TURN ARROW
A 16+08 RT - LEFT TURN ARROW
A 16+52 RT - ONLY
A 16+95 RT - LEFT TURN ARROW
B 18+60 LT - RIGHT TURN ARROW
B 19+01 LT - ONLY
B 20+22 LT - RIGHT TURN ARROW
HIGH STREET
70+04 RT - RIGHT TURN ARROW
70+04 RT - LEFT TURN ARROW
70+46 RT - ONLY
70+54 RT - ONLY
70+87 RT - LEFT TURN ARROW
71+04 RT - RIGHT TURN ARROW

TEMPORARY LETTER OR SYMBOL, PAINT

A 15+11 LT - RIGHT TURN ARROW
A 16+08 RT - LEFT TURN ARROW
A 16+95 RT - LEFT TURN ARROW
B 18+60 LT - RIGHT TURN ARROW
B 20+22 LT - RIGHT TURN ARROW
HIGH STREET
70+04 RT - RIGHT TURN ARROW
70+04 RT - LEFT TURN ARROW
70+87 RT - LEFT TURN ARROW
71+04 RT - RIGHT TURN ARROW

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III

A 15+99 LT (CB)
A 17+48 RT (CB) (STP 2000(24))
A 17+58 LT (CB) (STP 2000(24))
B 18+47 LT (CB)
B 18+49 RT (CB) (STP 2000(24))
B 19+41 LT (CB)
B 19+48 RT (CB)
HIGH STREET
71+08 LT (CB)
71+28 RT (CB)

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE

A 17+04 LT TO RT
A 17+37 RT
B 18+52 LT
B 18+57 LT
HIGH STREET
70+95 RT
71+13 RT

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC

A 17+53 TO A 17+63 RT TO LT
B 18+34 TO A 18+36 LT TO RT
HIGH STREET
71+20 LT TO RT

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)

A 15+91 LT (TMH)
A 17+19 LT (TMH)
B 18+16 LT (TMH)
B 18+22 LT (TMH)

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES

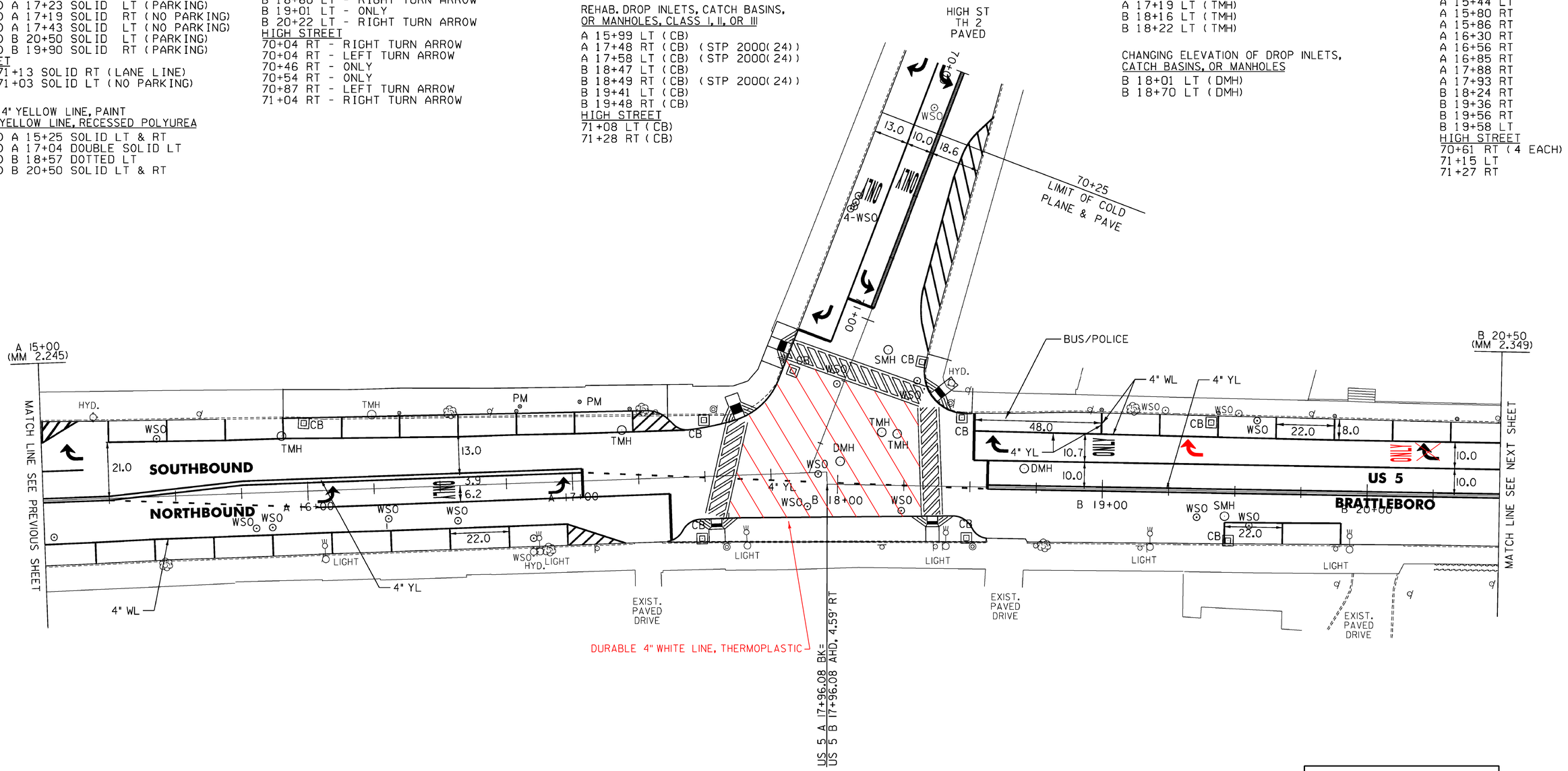
B 18+01 LT (DMH)
B 18+70 LT (DMH)

CHANGING ELEVATION
OF SEWER MANHOLES

B 19+46 RT
HIGH STREET
71+06 LT

ADJUST ELEVATION
OF VALVE BOX

A 15+04 RT
A 15+44 LT
A 15+80 RT
A 15+86 RT
A 16+30 RT
A 16+56 RT
A 16+85 RT
A 17+88 RT
A 17+93 RT
B 18+24 RT
B 19+36 RT
B 19+56 RT
B 19+58 LT
HIGH STREET
70+61 RT (4 EACH)
71+15 LT
71+27 RT



SEE STP 2000(24)
FOR SIGNING BETWEEN
STA A 7+25 TO 128+25

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

NOT TO SCALE

ROADWAY LAYOUT 14 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_40
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 40 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA

B 20+50 TO B 20+67 SOLID LT (LANE LINE)
B 20+67 TO B 22+43 DOTTED LT (LANE LINE)
B 22+35 TO B 22+43 DOTTED RT (LANE LINE)
B 22+53 TO B 23+12 DOTTED RT
B 22+54 TO B 23+13 DOTTED LT (LANE LINE)
B 22+62 TO B 23+12 DOTTED RT (LANE LINE)
B 23+12 TO B 23+68 SOLID RT (LANE LINE)
B 23+12 TO B 23+67 SOLID RT
B 23+84 TO 127+79 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC

B 20+50 TO B 20+53 SOLID LT (PARKING)
B 20+53 TO B 20+70 SOLID LT (NO PARKING)
B 21+19 TO B 21+79 SOLID LT (PARKING)
B 21+32 TO B 21+54 SOLID RT (PARKING)
B 22+15 TO B 22+35 SOLID RT (PARKING)
B 22+64 TO B 23+52 SOLID LT (PARKING)
128+13 TO 128+53 SOLID RT
128+53 TO 128+73 SOLID RT (PARKING)
SOUTHBOUND
221+07 TO 221+38 SOLID LT (NO PARKING)
221+38 TO 222+50 SOLID LT (PARKING)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA

B 20+50 TO B 22+42 SOLID LT & RT
B 22+53 TO B 23+69 DOUBLE SOLID LT
SOUTHBOUND
221+53 TO 222+50 DOUBLE SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC

GROVE STREET
80+57 TO 80+88 DOUBLE SOLID RT
HARRIS PLACE
90+29 TO 90+79 SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, THERMOPLASTIC

B 23+60 CL - LEFT TURN ARROW
GROVE STREET
80+79 RT - RIGHT TURN ARROW
HARRIS PLACE
90+37 LT - RIGHT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC

B 20+63 LT - ONLY
B 23+16 CL - ONLY
B 23+60 CL - LEFT TURN ARROW
GROVE STREET
80+61 RT - ONLY
80+79 RT - RIGHT TURN ARROW
HARRIS PLACE
90+74 LT - ONLY
90+37 LT - RIGHT TURN ARROW

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE

GROVE STREET
80+88 RT
HARRIS PLACE
90+29 LT

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC

B 22+48 LT TO RT
B 23+76 LT TO RT
GROVE STREET
80+97 TO 80+98 LT TO RT
HARRIS PLACE
90+20 TO 90+21 LT TO RT

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)

B 21+61 LT (TMH)
B 22+90 LT (TMH)
B 23+33 LT (TMH)
B 23+36 LT (TMH)
B 23+39 LT (TMH)
SOUTHBOUND
221+54 LT (TMH)

CHANGING ELEVATION
OF SEWER MANHOLES

B 21+77 RT
B 21+81 LT
B 21+05 LT

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES

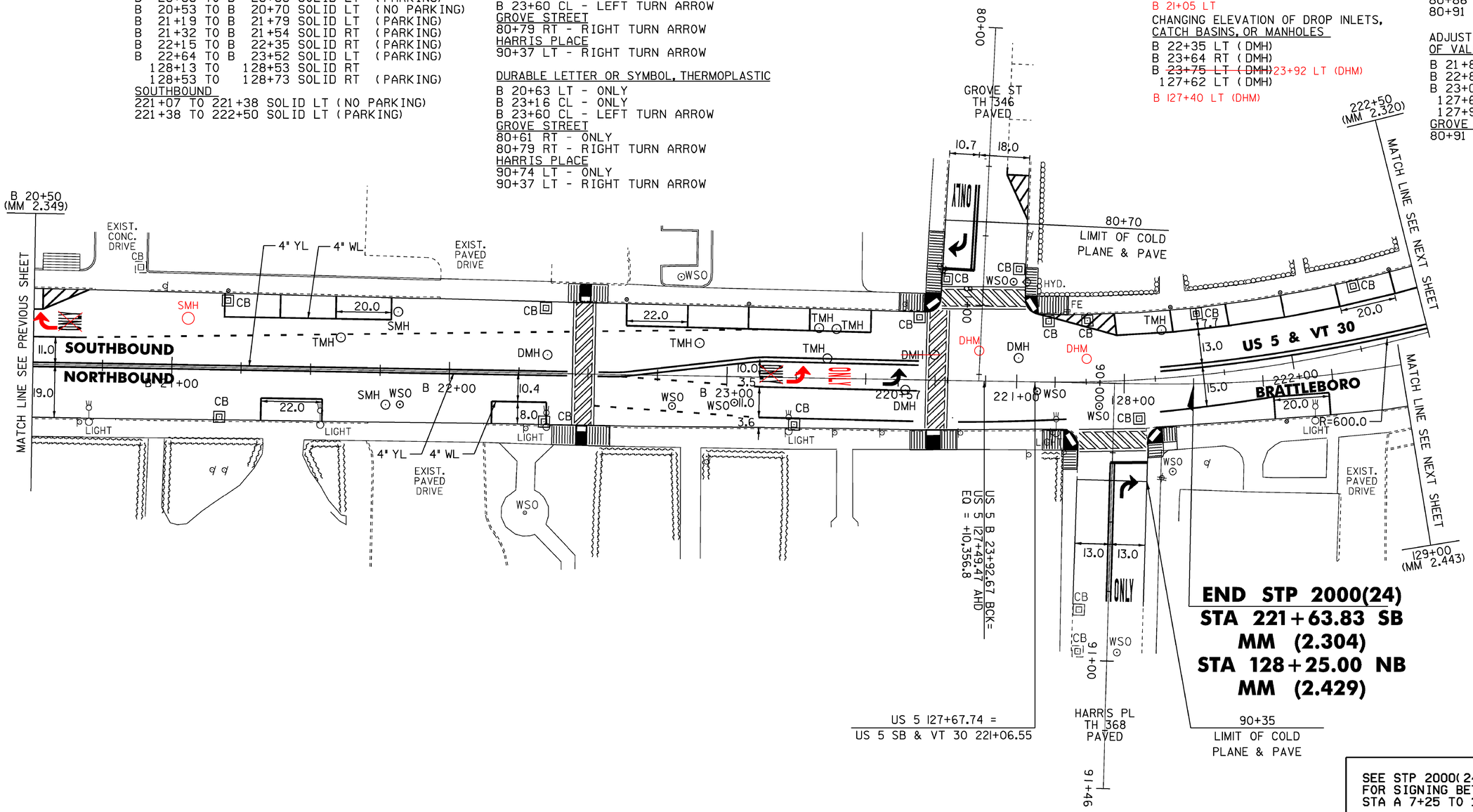
B 22+35 LT (DMH)
B 23+64 RT (DMH)
B ~~23+75 LT (DMH)~~ 23+92 LT (DHM)
127+62 LT (DMH)
B 127+40 LT (DHM)

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III

B 21+17 RT (CB)
B 21+20 LT (CB)
B 22+34 LT (CB)
B 22+34 RT (CB)
B 23+25 RT (CB)
B 23+69 LT (CB)
128+06 RT (CB)
SOUTHBOUND
221+12 LT (CB)
221+27 LT (CB)
221+68 LT (CB)
222+28 LT (CB)
GROVE STREET
80+86 LT (CB)
80+91 RT (CB)

ADJUST ELEVATION
OF VALVE BOX

B 21+82 RT
B 22+80 RT
B 23+03 RT
127+69 RT
127+91 RT
GROVE STREET
80+91 LT



END STP 2000(24)
STA 221+63.83 SB
MM (2.304)
STA 128+25.00 NB
MM (2.429)

SEE STP 2000(24)
FOR SIGNING BETWEEN
STA A 7+25 TO 128+25

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 15 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_41
PLOT DATE: 05-APR-2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 41 OF 163

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
131+37 TO 131+39 SOLID LT
131+54 SOLID LT
131+54 TO 131+79 SOLID LT (LANE LINE)
131+85 TO 132+50 SOLID RT
SOUTHBOUND
224+79 TO 225+75 SOLID RT (LANE LINE)
224+80 TO 225+05 SOLID RT
224+83 TO 226+25 SOLID LT
225+75 TO 226+25 DASHED CL (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
129+29 TO 129+78 SOLID RT (NO PARKING)
130+30 TO 130+50 SOLID RT (NO PARKING)
130+50 TO 131+13 SOLID RT (PARKING)
131+13 TO 131+30 SOLID RT (NO PARKING)
131+38 SOLID RT (TH 366)
131+68 TO 131+72 SOLID RT (TH 366)
SOUTHBOUND
222+50 TO 223+67 SOLID LT (PARKING)
223+67 TO 223+81 SOLID LT (NO PARKING)
223+81 TO 224+21 SOLID LT (PARKING)
224+21 TO 224+77 SOLID LT (NO PARKING)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
131+33 RT TO LT
131+37 TO 131+88 RT
SOUTHBOUND
224+75 TO 224+80 LT
224+77 TO 225+13 RT
225+85 RT TO LT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
131+39 TO 131+54 LT
131+55 TO 131+70 RT (TH 366)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
131+46 LT - STOP
131+61 RT - STOP (TH 366)
SOUTHBOUND
224+94 RT - THRU ARROW ARROW

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
130+22 TO 130+30 RT (SIDEWALK)
131+28 TO 131+35 LT (LANDING)
131+31 TO 131+36 RT (LANDING)
131+33 TO 131+36 LT (LANDING)
131+72 TO 131+80 LT (LANDING)
131+89 TO 131+94 RT (RAMP TYPE 1)
SOUTHBOUND
224+69 TO 224+76 RT (RAMP TYPE 1)
225+75 TO 226+00 RT

VERTICAL GRANITE CURB
130+18 TO 130+35 LT
130+22 TO 130+30 RT
SOUTHBOUND
223+57 TO 223+75 RT

DETECTABLE WARNING SURFACE (DWS)
131+30 LT
131+33 LT
131+35 RT
131+36 LT
131+74 LT
131+90 RT
SOUTHBOUND
224+74 RT
225+85 RT

PRECAST REINFORCED CONCRETE CURB, TYPE B
131+89 TO 131+94 RT

~~THINNING AND TRIMMING FOR SIGNS (SEE DETAIL ON SHEET 10)~~
~~SOUTHBOUND~~
~~226+00 LT~~

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
129+76 RT (CB)
131+79 RT (CB)
SOUTHBOUND
224+12 LT (CB)
225+27 RT (CB)
225+46 LT (CB)

ADJUST ELEVATION OF VALVE BOX
131+59 RT
131+61 LT
SOUTHBOUND
224+81 RT
225+40 RT

REMOVING SIGNS
AS SHOWN - 23

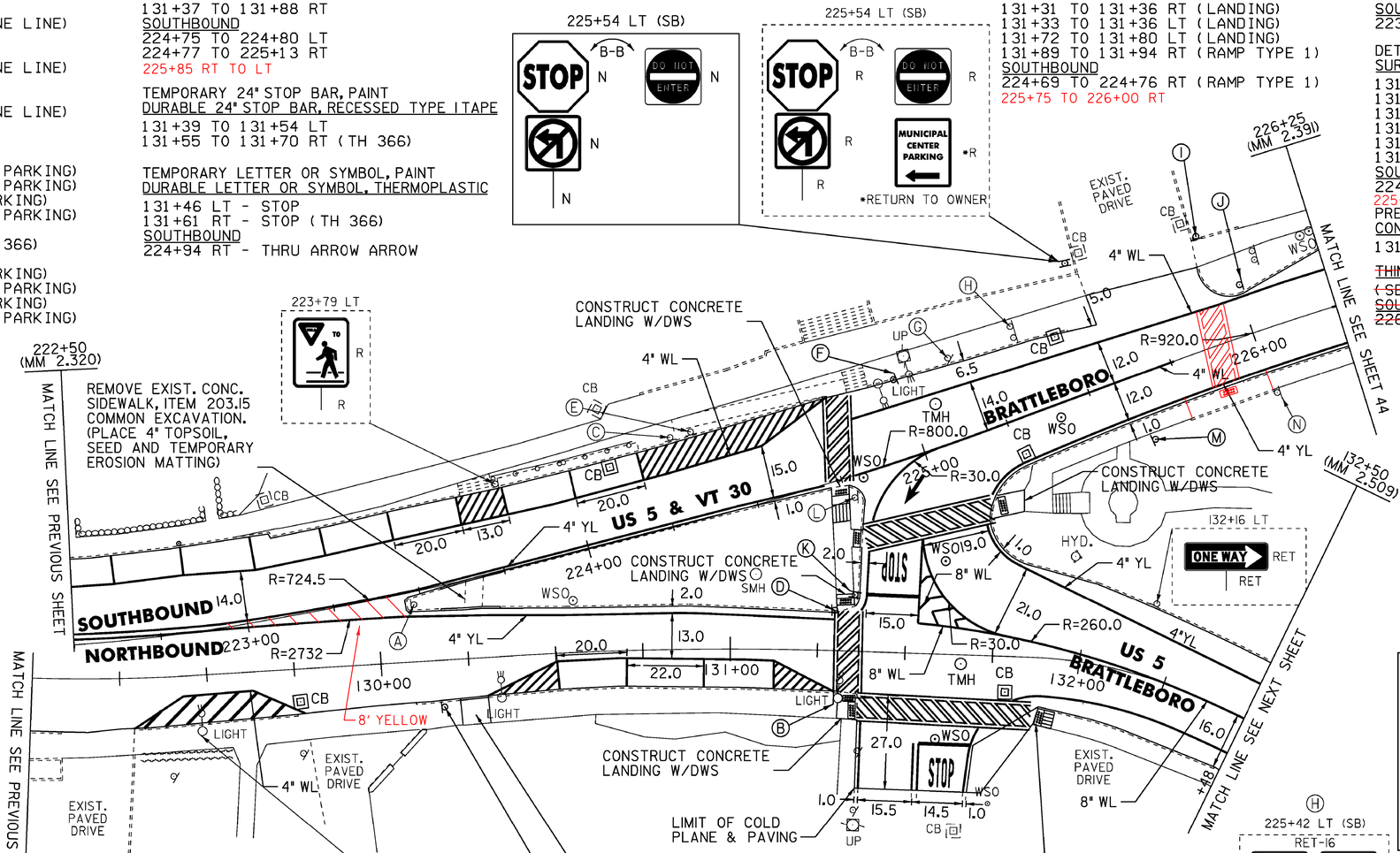
ERECTING SALVAGED SIGNS
AS SHOWN - 1

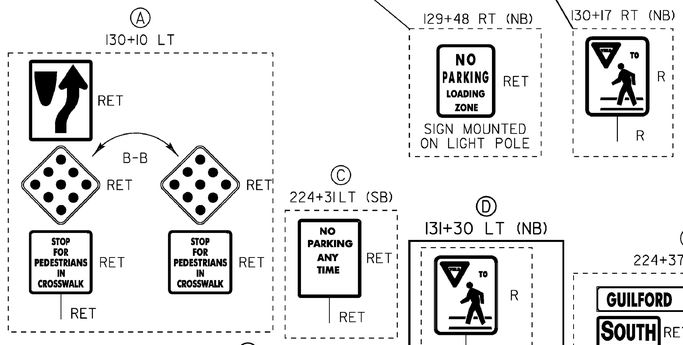
TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
129+54 TO 131+30 SOLID LT
131+72 TO 132+50 SOLID LT
SOUTHBOUND
222+50 TO 222+93 DOUBLE SOLID LT
222+93 TO 224+71 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
131+55 DOUBLE SOLID RT (TH 366)
SOUTHBOUND
225+15 TO 226+25 SOLID RT

TEMPORARY 8" WHITE LINE, PAINT
DURABLE 8" WHITE LINE, THERMOPLASTIC
131+53 TO 132+50 SOLID LT (LANE LINE)
131+54 TO 131+70 LT (GORE)

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
131+66 RT (TMH)
SOUTHBOUND
225+07 LT (TMH)





NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 16 US 5 & VT 30

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_42

PLOT DATE: 05-APR-2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 42 OF 163

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
132+50 TO 134+43 SOLID RT
132+81 TO 134+43 DASHED LT (LANE LINE)
134+51 TO 135+50 SOLID LT (LANE LINE)
134+51 TO 135+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
132+50 TO 134+43 SOLID LT
134+51 TO 135+50 SOLID LT

TEMPORARY 8" WHITE LINE, PAINT
DURABLE 8" WHITE LINE, THERMOPLASTIC
132+50 TO 132+81 SOLID LT (LANE LINE)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
134+48 LT TO RT

TEMPORARY LETTER OR SYMBOL, PAINT
135+10 LT - LEFT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
134+65 LT - ONLY
135+10 LT - LEFT TURN ARROW

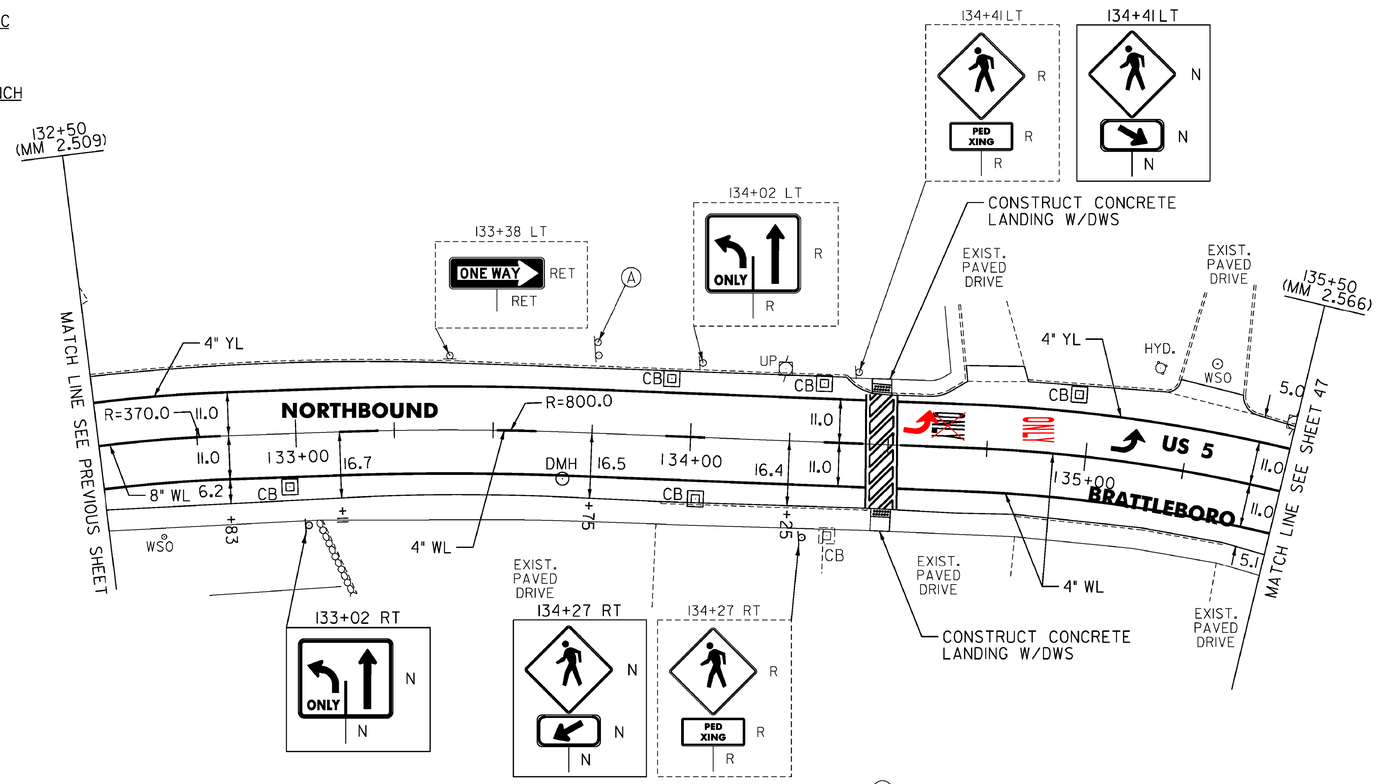
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
134+45 TO 134+50 LT (LANDING)
134+45 TO 134+50 RT (LANDING)

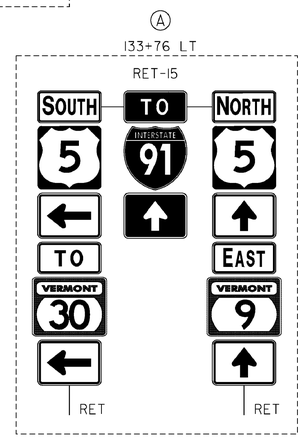
DETECTABLE WARNING
SURFACE (DWS)
134+48 LT
134+48 RT

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
133+68 RT (DMH)

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
132+98 RT (CB)
133+95 LT (CB)
134+02 RT (CB)
134+33 LT (CB)
134+97 LT (CB)

REMOVING SIGNS
AS SHOWN - 5





NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
g---g	=	EXISTING GUARDRAIL
o—o	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 17 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_43
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 43 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
226+25 TO 228+56 SOLID LT
226+25 TO 229+00 DASHED RT (LANE LINE)
228+77 TO 229+00 SOLID LT
229+08 TO 229+50 SOLID LT
229+08 TO 229+50 SOLID LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
228+58 TO 228+62 SOLID LT (TH 342)
228+75 TO 228+77 SOLID LT (TH 342)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
226+25 TO 229+00 SOLID RT
229+08 TO 229+50 SOLID RT

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
228+57 TO 228+78 LT
229+04 LT TO RT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
228+68 LT - STOP (TH 342)

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
228+59 TO 228+76 LT (TH 342)

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
226+79 LT (CB)
228+62 LT (CB)
228+62 LT (CB) (TH 342)
228+83 LT (CB)
229+04 RT (CB)
229+39 LT (CB)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
228+53 TO 228+57 LT (LANDING)
228+78 TO 228+88 LT (RAMP TYPE 1)
229+01 TO 229+06 LT (LANDING)

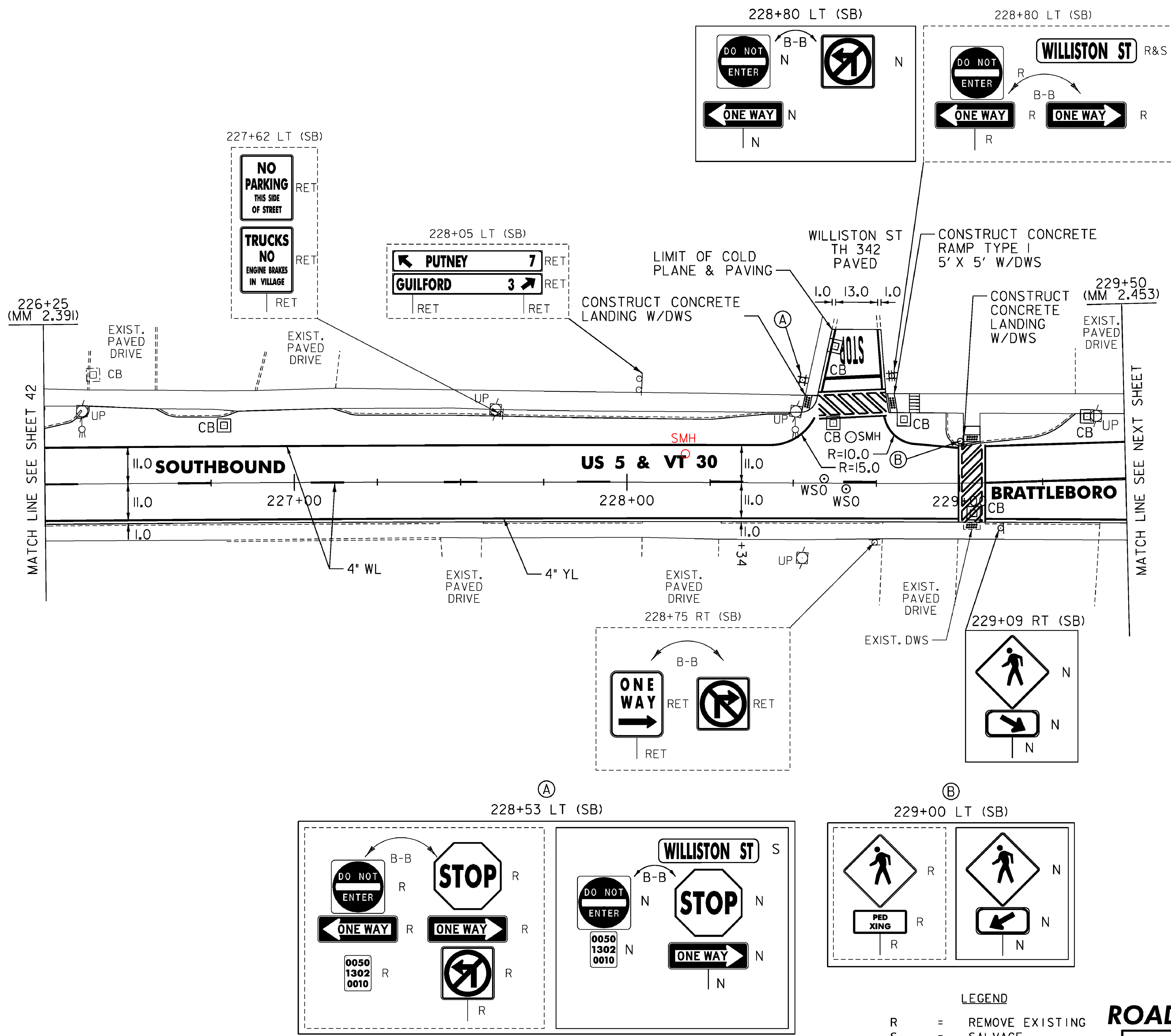
DETECTABLE WARNING
SURFACE (DWS)
228+55 LT
228+79 LT
229+04 LT

CHANGING ELEVATION
OF SEWER MANHOLES
228+68 LT
208+20 LT

ADJUST ELEVATION
OF VALVE BOX
228+59 LT
228+66 RT

REMOVING SIGNS
AS SHOWN - 12

ERECTING SALVAGED SIGNS
AS SHOWN - 1



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 18 US 5 & VT 30

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_44

PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 44 OF 163

MODEL: Default
z06D0214.dgn
CLD 08-0324

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
229+50 TO 230+83 SOLID LT
229+50 TO 230+93 SOLID LT (LANE LINE)
230+55 TO 230+93 SOLID RT (LANE LINE)
232+36 TO 233+00 SOLID CL (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
230+88 TO 230+89 SOLID LT (CHAPIN ST)
230+93 TO 231+61 SOLID LT (ISLAND)
230+93 TO 231+60 SOLID RT (ISLAND)
231+06 TO 231+07 SOLID LT (CHAPIN ST)
231+10 TO 231+31 SOLID LT
231+41 TO 231+61 SOLID LT (ISLAND)
231+67 TO 231+68 SOLID LT (ISLAND)
231+70 TO 231+87 SOLID RT (ISLAND)
231+72 TO 232+01 SOLID LT
232+01 TO 232+60 SOLID LT (NO PARKING)
232+60 TO 233+00 SOLID LT (PARKING)
VT 30
231+34 TO 1+00 SOLID LT
0+09 TO 1+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
229+50 TO 231+60 SOLID RT
230+97 DOUBLE SOLID LT (CHAPIN ST)
231+69 TO 231+88 SOLID LT (ISLAND)
231+71 TO 233+00 SOLID RT
VT 30
231+41 TO 0+00 SOLID LT
231+63 TO 0+00 DOUBLE LT & RT
0+00 TO 0+75 DOUBLE LT & RT
0+67 TO 1+00 SOLID RT & LT

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
230+84 TO 231+09 LT
231+32 TO 231+40 LT
231+64 RT
231+64 LT
231+65 TO 231+69 LT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
230+92 LT - STOP (CHAPIN ST)
231+41 LT - STOP
231+51 LT - STOP

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
230+88 TO 230+96 LT (CHAPIN ST)
231+38 TO 231+41 LT
231+44 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
US 5
230+78 TO 230+87 LT (RAMP TYPE 6)
231+09 TO 231+15 LT (LANDING)
231+31 TO 231+33 LT (LANDING)
231+40 TO 231+43 LT (LANDING)
231+62 TO 231+66 RT TO LT (MEDIAN ISLAND)
231+59 TO 231+67 LT (CONCRETE PAD)
VT 30
0+05 TO 0+12 RT (LANDING)

PRECAST REINFORCED CONCRETE CURB, TYPE B
US 5
230+86 TO 230+88 LT

DURABLE 8" WHITE LINE, THERMOPLASTIC
231+87 TO 232+36 SOLID RT (LANE LINE)
231+88 TO 232+36 SOLID LT (LANE LINE)
231+94 TO 232+24 SOLID LT & RT (GORE)

TEMPORARY 8" WHITE LINE, PAINT
231+87 TO 232+36 SOLID RT (LANE LINE)
231+88 TO 232+36 SOLID LT (LANE LINE)

DETECTABLE WARNING SURFACE (DWS)
US 5
230+83 LT
231+11 LT
231+32 LT
231+41 LT
231+64 LT (MEDIAN)
231+64 RT (MEDIAN)
231+64 LT
VT 30
0+07 RT

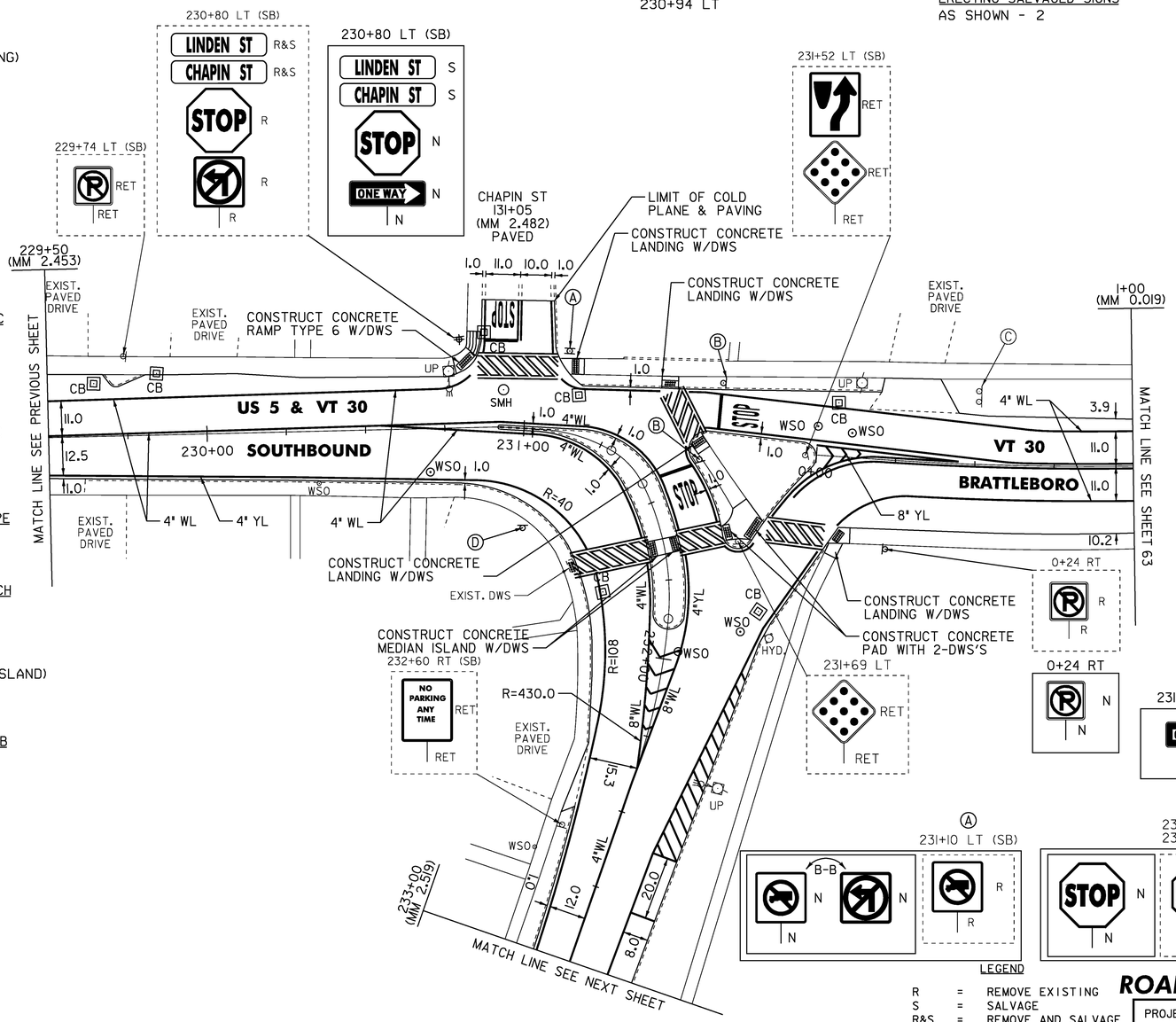
REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
US 5
229+65 LT (CB)
229+84 LT (CB)
230+88 LT (CB)
231+14 LT (CB)
231+78 RT (CB)
231+84 LT (CB)
VT 30
0+06 LT (CB

CHANGING ELEVATION OF SEWER MANHOLES
230+94 LT

ADJUST ELEVATION OF VALVE BOX
US 5
230+71 RT
231+48 LT
231+89 LT
231+97 LT
VT 30
0+01 LT

REMOVING SIGNS
AS SHOWN - 8

ERECTING SALVAGED SIGNS
AS SHOWN - 2



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 19 US 5 & VT 30

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_45
PLOT DATE: 05-APR-2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 45 OF 163

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
233+00 TO 233+66 SOLID CL (LANE LINE)
233+74 TO 234+55 SOLID LT (LANE LINE)
234+55 TO 236+00 DASHED LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
233+00 TO 233+63 SOLID LT (PARKING)
233+78 TO 234+60 SOLID LT (PARKING)
234+75 TO 234+80 SOLID LT (NO PARKING)
234+80 TO 235+01 SOLID LT (PARKING)
235+18 TO 236+18 SOLID LT (PARKING)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
233+00 TO 233+65 SOLID RT
233+73 TO 235+07 SOLID RT
235+15 TO 236+00 SOLID RT

TEMPORARY LETTER OR SYMBOL, PAINT
233+36 LT - THRU/RIGHT ARROW
233+36 RT - LEFT ARROW
234+11 LT - THRU/RIGHT ARROW
234+94 LT - THRU/RIGHT ARROW
234+94 RT - LEFT ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
233+36 LT - THRU/RIGHT ARROW
233+36 RT - LEFT ARROW
234+11 LT - THRU/RIGHT ARROW
234+11 RT - ONLY
234+94 LT - THRU/RIGHT ARROW
234+94 RT - LEFT ARROW

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
233+69 TO 233+71 RT TO LT
235+11 RT TO LT

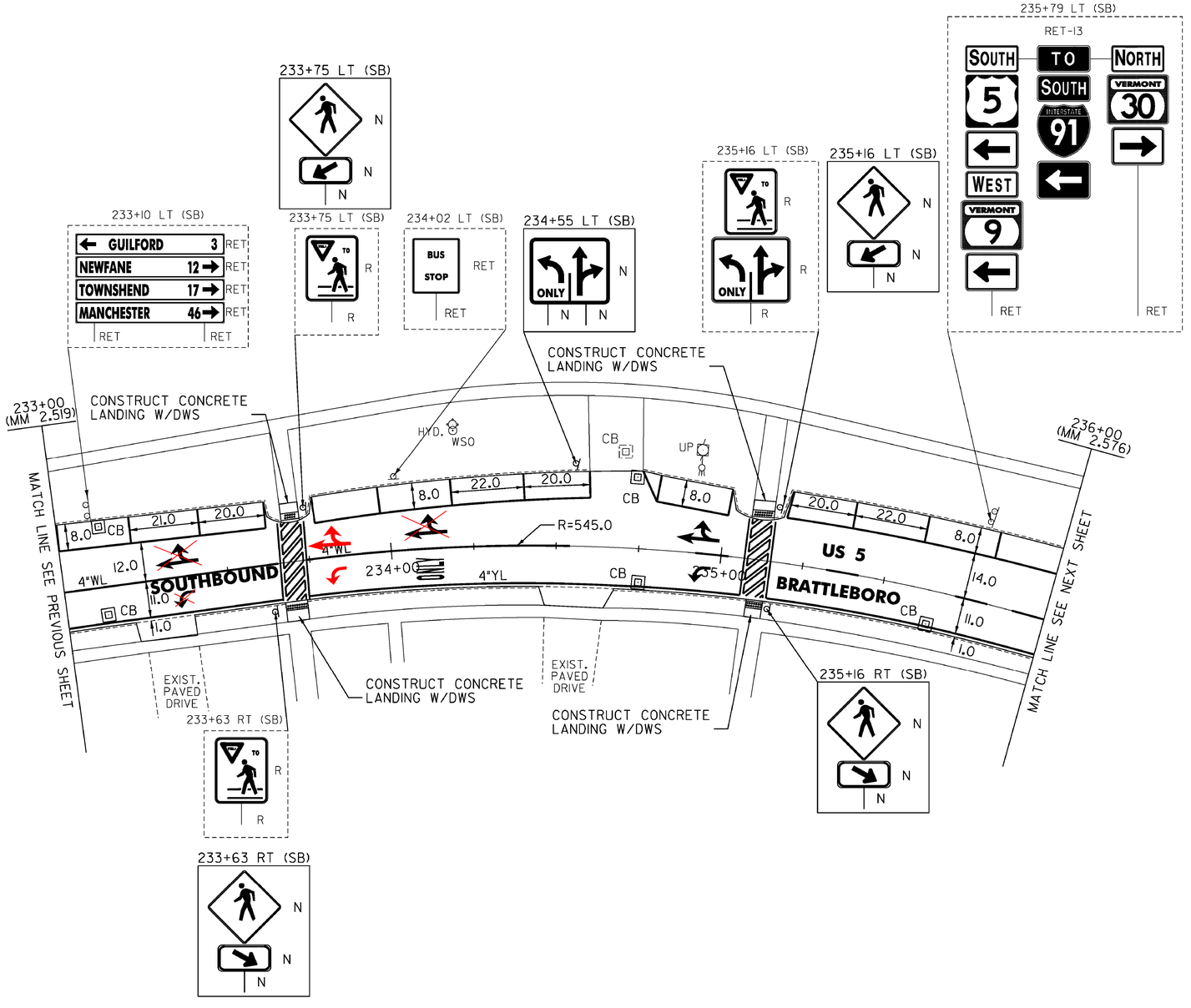
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
233+66 TO 233+73 RT (LANDING)
233+68 TO 233+73 LT (LANDING)
235+08 TO 235+15 LT (LANDING)
235+09 TO 235+14 RT (LANDING)

DETECTABLE WARNING
SURFACE (DWS)
233+70 RT
233+71 LT
235+11 RT
235+11 LT

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
233+12 RT (CB)
233+13 LT (CB)
234+74 LT (CB)
234+75 RT (CB)
235+65 RT (CB)

~~THINNING AND TRIMMING FOR SIGNS~~
~~233+63 RT~~

REMOVING SIGNS
AS SHOWN - 4



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
~~-G-~~	=	EXISTING GUARDRAIL
-G-	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 20 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_46
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 46 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
135+50 TO 135+85 SOLID CL (LANE LINE)
135+50 TO 135+95 SOLID RT
136+21 TO 137+49 SOLID RT
136+24 TO 137+32 SOLID CL (LANE LINE)
137+09 TO 137+33 SOLID LT
137+58 TO 139+50 SOLID RT
138+03 TO 139+50 SOLID LT
SOUTHBOUND
236+00 TO 236+63 DASHED CL
236+47 TO 237+68 SOLID LT
236+63 TO 237+00 SOLID CL
236+63 TO 237+00 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
135+98 TO 136+04 SOLID RT (TH 364)
136+21 TO 136+22 SOLID RT (TH 364)
SOUTHBOUND
236+00 TO 236+23 SOLID LT (PARKING)
236+23 TO 236+38 SOLID LT (NO PARKING)
237+00 TO 237+46 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
135+50 TO 137+02 SOLID LT
137+32 TO 137+50 SOLID CL
137+58 TO 137+76 SOLID CL
137+76 TO 139+50 DOUBLE SOLID LT & RT
SOUTHBOUND
237+65 TO 238+16 DOUBLE SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
SOUTHBOUND
236+00 TO 237+35 SOLID RT

TEMPORARY 8" WHITE LINE, PAINT
DURABLE 8" WHITE LINE, THERMOPLASTIC
137+22 TO 137+32 LT (GORE)

TEMPORARY 8" YELLOW LINE, PAINT
DURABLE 8" YELLOW LINE, THERMOPLASTIC
137+82 TO 137+99 LT (GORE)

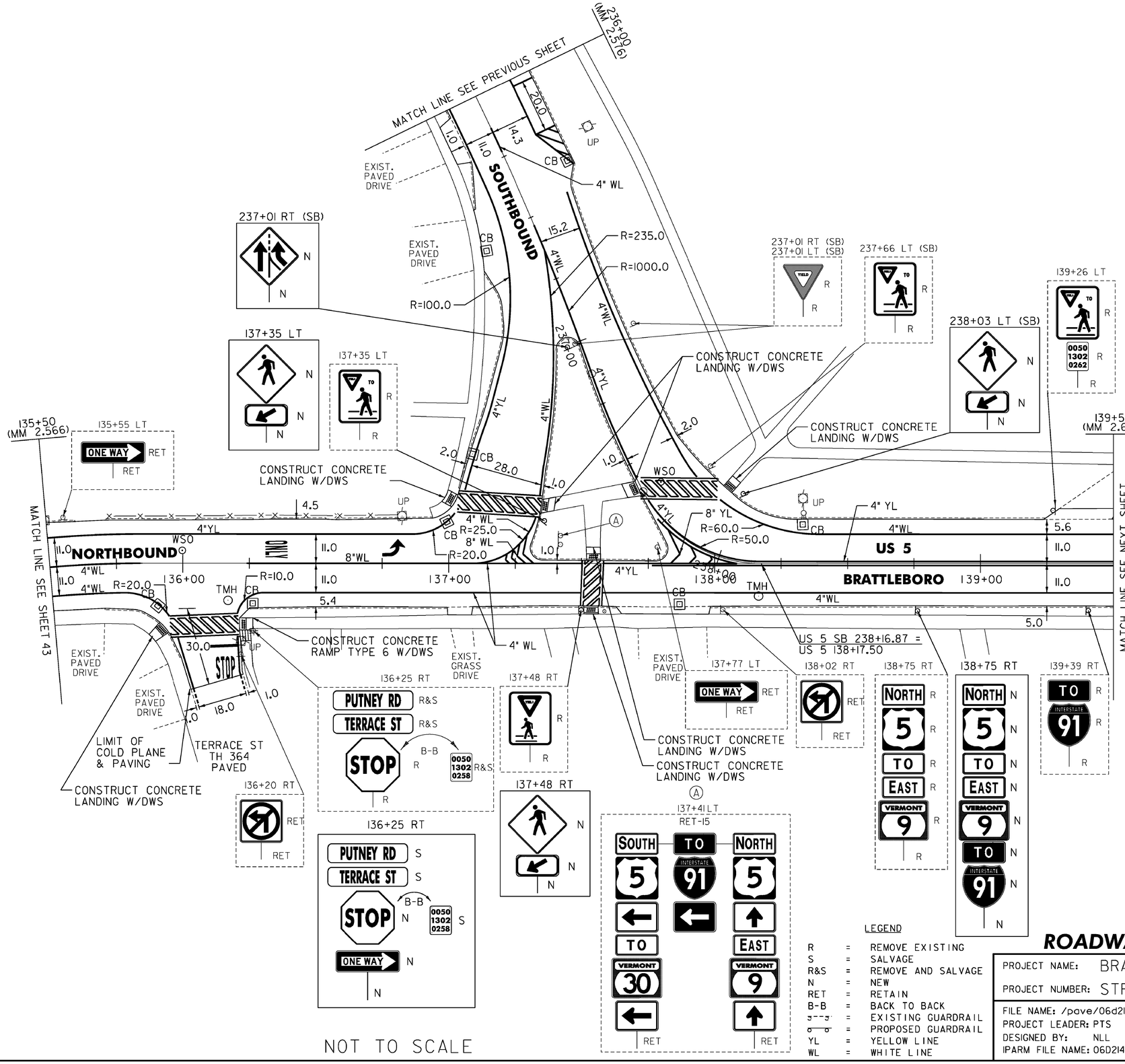
TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
135+95 TO 136+22 RT
137+03 TO 137+34 LT
137+53 TO 137+54 RT TO LT
SOUTHBOUND
237+60 TO 237+84 RT TO LT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
136+10 TO 136+21 RT

TEMPORARY LETTER OR SYMBOL, PAINT
136+16 RT - STOP (TH 364)
136+80 LT - LEFT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
136+16 RT - STOP (TH 364)
136+35 LT - ONLY
136+80 LT - LEFT TURN ARROW

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
135+87 TO 135+94 RT (LANDING)
136+20 TO 136+26 RT (LANDING)
136+97 TO 137+03 LT (LANDING)
137+34 TO 137+40 LT (LANDING)
137+50 TO 137+56 RT (LANDING)
137+52 TO 137+57 LT (LANDING)
SOUTHBOUND
237+55 TO 237+62 RT (LANDING)
237+86 TO 237+97 LT (LANDING)



NOT TO SCALE

DETECTABLE WARNING
SURFACE (DWS)
135+93 RT
136+22 RT
137+02 LT
137+35 LT
137+54 RT
137+54 LT
SOUTHBOUND
237+59 RT
237+90 LT

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
136+17 RT (TMH)
138+17 RT (TMH)

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
135+91 RT (CB)
136+26 RT (CB)
136+99 LT (CB)
137+87 RT (CB)
138+33 LT (CB)
SOUTHBOUND
236+36 LT (CB)
236+55 RT (CB)
237+25 RT (CB)

ADJUST ELEVATION OF VALVE BOX
136+00 LT
SOUTHBOUND
237+61 LT

~~THINNING AND TRIMMING FOR SIGNS~~
~~138+75 RT~~

REMOVING SIGNS
AS SHOWN - 18

ERECTING SALVAGED SIGNS
AS SHOWN - 3

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
~~- - -~~	=	EXISTING GUARDRAIL
o o	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 21 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_47
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 47 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
139+50 TO 142+01 SOLID LT
139+50 TO 141+71 SOLID RT
142+10 TO 145+00 SOLID LT
142+10 TO 145+00 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
141+76 TO 141+82 SOLID RT (TH 362)
142+01 TO 142+05 SOLID RT (TH 362)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
139+50 TO 141+67 SOLID LT & RT
142+11 TO 145+00 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
141+90 TO 141+93 DOUBLE SOLID RT (TH 362)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
141+98 RT - STOP (TH 362)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
141+74 TO 142+02 RT
142+05 LT TO RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
141+91 TO 142+01 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
141+67 TO 141+75 RT (LANDING)
142+02 TO 142+07 LT (RAMP TYPE 1)
142+03 TO 142+13 RT (RAMP TYPE 6)

VERTICAL GRANITE CURB
141+96 TO 142+02 LT
142+07 TO 142+14 LT

REMOVAL OF EXISTING CURB
141+96 TO 142+14 LT

DETECTABLE WARNING
SURFACE (DWS)
141+70 RT
142+04 LT
142+05 RT

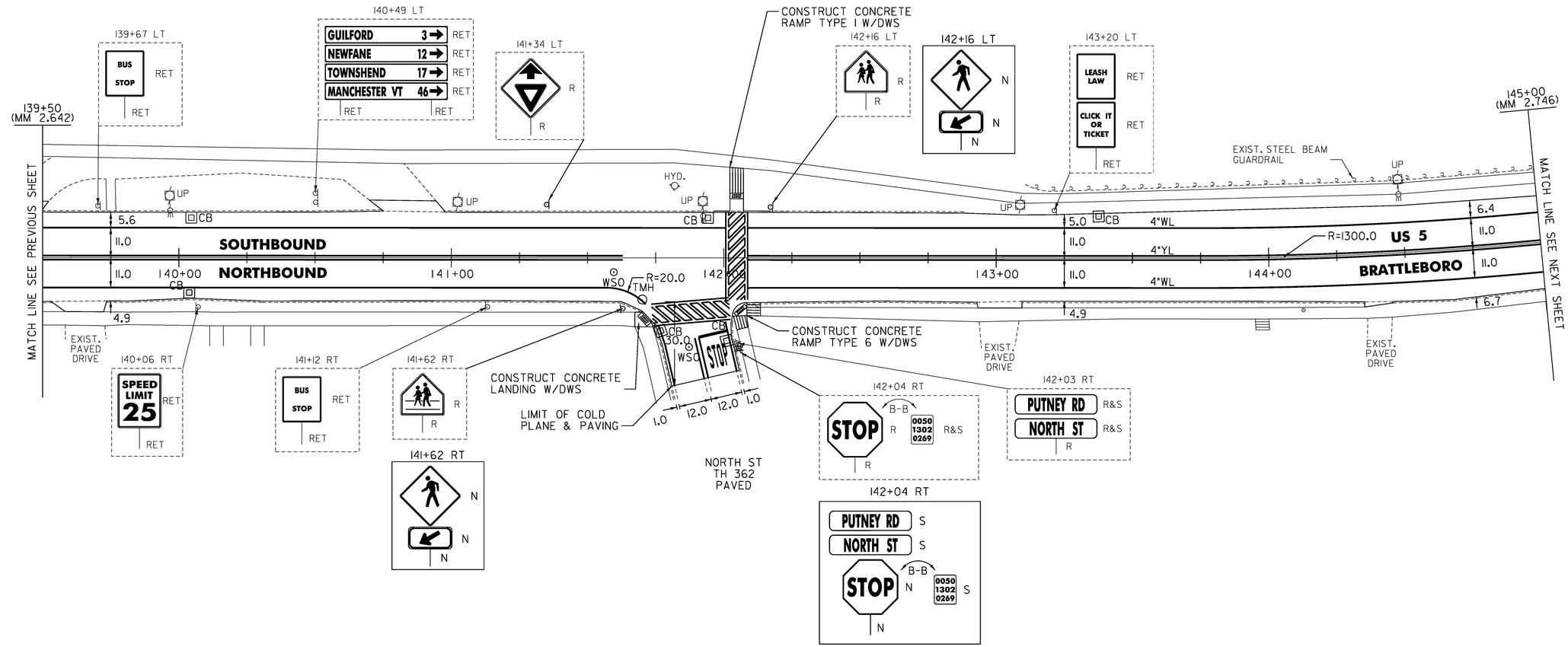
REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
140+04 RT (CB)
140+05 LT (CB)
141+77 RT (CB) (TH 362)
141+94 LT (CB)
142+01 RT (CB) (TH 362)
143+38 LT (CB)

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
141+70 RT (TMH)

ADJUST ELEVATION
OF VALVE BOX
141+60 RT
141+87 RT (TH 362)

REMOVING SIGNS
AS SHOWN - 7

ERECTING SALVAGED SIGNS
AS SHOWN - 3



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 22 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_48
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 48 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
145+00 TO 145+98 SOLID LT
145+00 TO 146+00 SOLID RT
146+06 TO 150+50 SOLID LT
146+60 TO 150+50 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
146+08 TO 146+60 SOLID RT (TH 358)
146+45 TO 150+50 SOLID RT (TH 358)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
145+00 TO 145+98 SOLID LT & RT
146+48 TO 150+50 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
146+28 DOUBLE SOLID RT (TH 358)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
146+38 RT - STOP (TH 358)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
146+02 TO 146+04 LT TO RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
146+30 TO 146+45 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
146+00 TO 146+05 LT (LANDING)
146+01 TO 146+11 RT (LANDING)

DETECTABLE WARNING SURFACE (DWS)
146+03 LT
146+05 RT

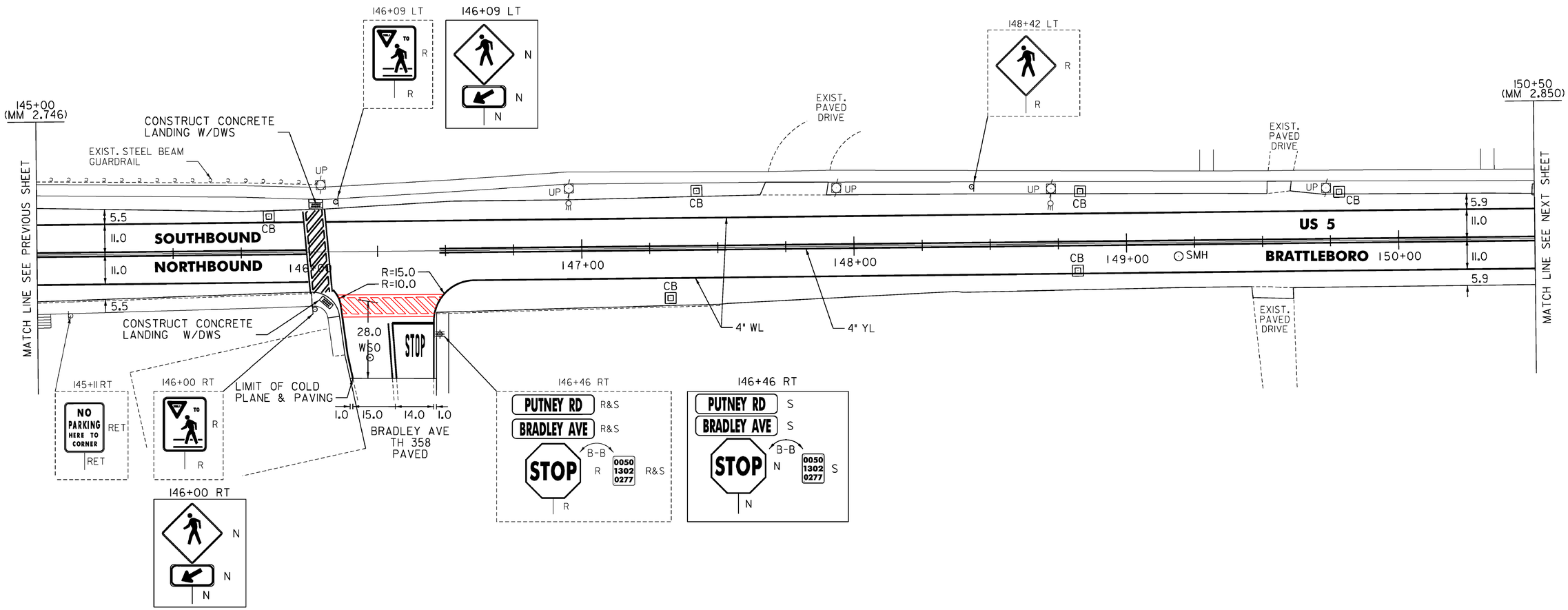
REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
145+86 LT (CB)
147+33 RT (CB)
147+42 LT (CB)
148+82 RT (CB)
148+83 LT (CB)
149+78 LT (CB)

ADJUST ELEVATION OF VALVE BOX
146+22 RT (TH 358)

CHANGING ELEVATION OF SEWER MANHOLES
149+19 RT

REMOVING SIGNS
AS SHOWN - 7

ERECTING SALVAGED SIGNS
AS SHOWN - 3



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
- - -	=	EXISTING GUARDRAIL
o—o	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 23 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_49
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 49 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
150+50 TO 156+00 SOLID LT
150+50 TO 154+25 SOLID RT
155+18 TO 156+00 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
154+25 TO 154+46 SOLID RT (TH 356)
155+18 TO 156+00 SOLID RT (TH 356)

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
150+50 TO 154+38 SOLID LT & RT
155+01 TO 156+00 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
154+64 DOUBLE SOLID RT (TH 356)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
154+78 RT - STOP (TH 356)

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
154+66 TO 155+01 RT

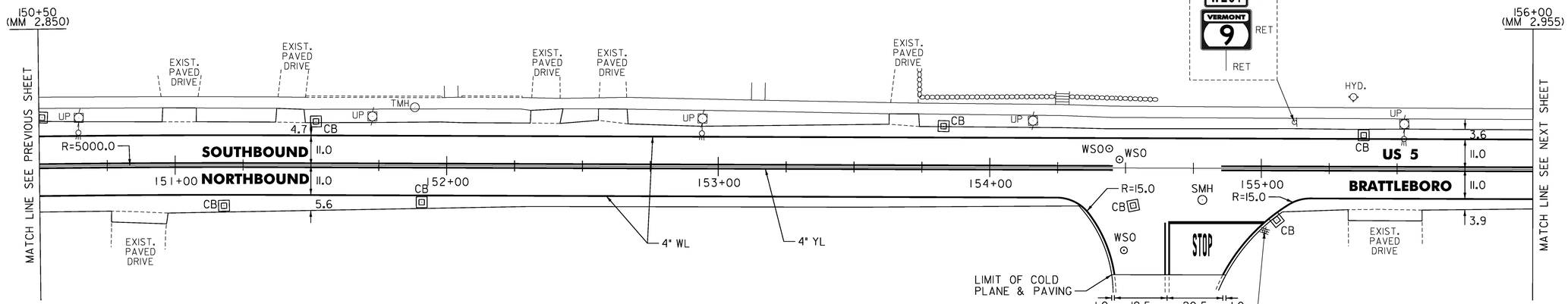
ADJUST ELEVATION
OF VALVE BOX
154+44 LT
154+48 LT
154+50 RT (TH 356)

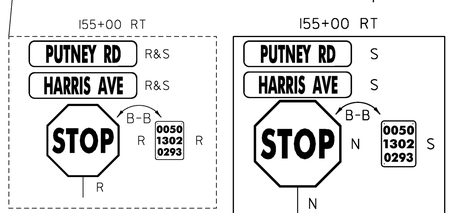
REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
150+51 LT (CB)
151+18 RT (CB)
151+52 LT (CB)
151+91 RT (CB)
153+83 LT (CB)
154+53 RT (CB)
155+06 RT (CB)
155+38 LT (CB)

CHANGING ELEVATION
OF SEWER MANHOLES
154+78 RT

REMOVING SIGNS
AS SHOWN - 4

ERECTING SALVAGED SIGNS
AS SHOWN - 3





NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 24 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_50

PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 50 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
156+00 TO 157+48 SOLID LT
156+00 TO 157+97 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
156+00 TO 157+63 SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
157+78 LT - STOP (TH 354)

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
157+72 TO 157+83 LT (TH 354)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC
157+71 TO 157+96 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
157+65 TO 157+72 LT (LANDING)
157+94 TO 158+00 LT (LANDING)

DETECTABLE WARNING
SURFACE (DWS)
157+69 LT
157+94 LT

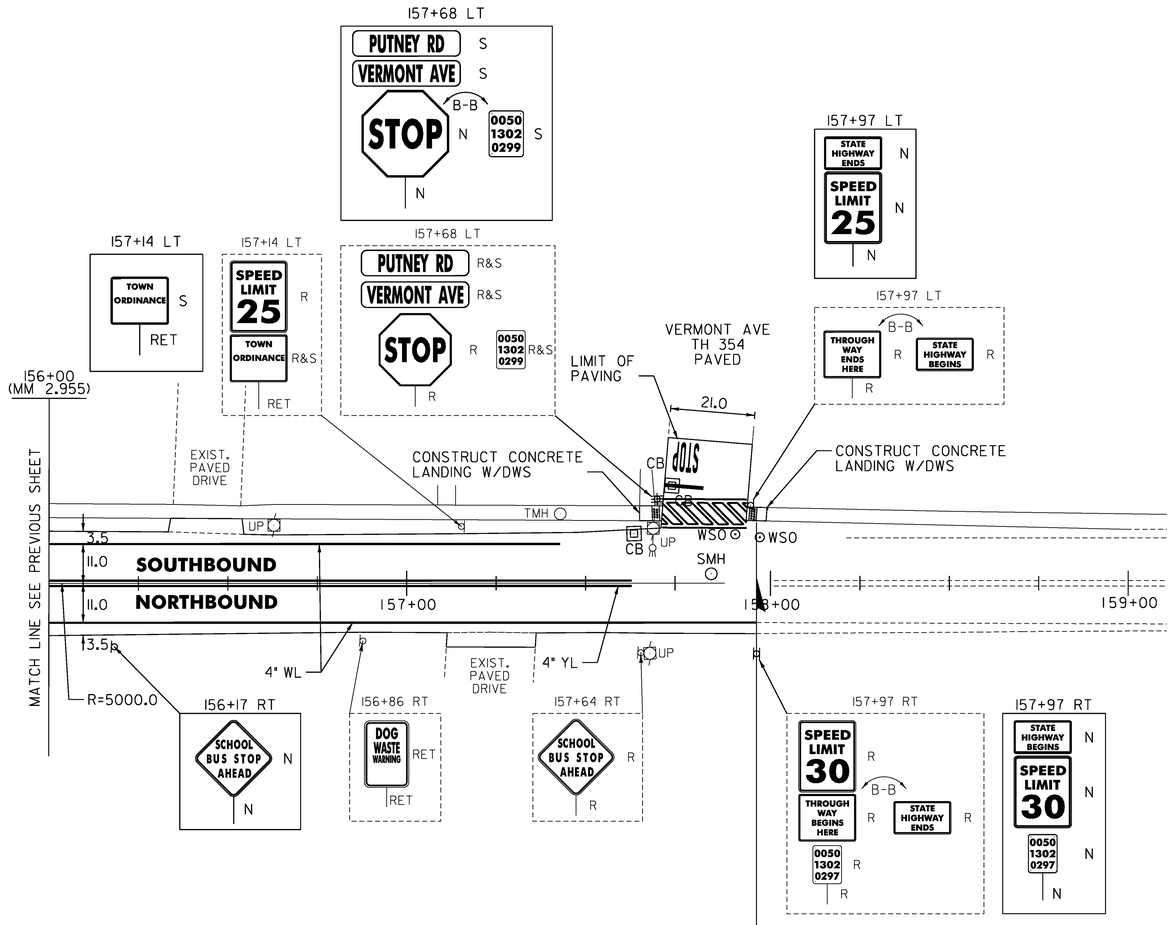
REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
157+64 LT (CB)
157+74 LT (CB)

CHANGING ELEVATION
OF SEWER MANHOLES
157+85 LT

ADJUST ELEVATION
OF VALVE BOX
157+92 LT

REMOVING SIGNS
AS SHOWN - 13

ERECTING SALVAGED SIGNS
AS SHOWN - 4



US 5
157+97.00
(MM 2.992)
END PROJECT
STP 2623(1)
END COLD
PLANE & OVERLAY

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
~~-S-S-~~	=	EXISTING GUARDRAIL
-o-o-	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

NOT TO SCALE

ROADWAY LAYOUT 25 US 5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_51
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 51 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
57+97 TO 59+50 SOLID LT
57+97 TO 59+50 SOLID RT

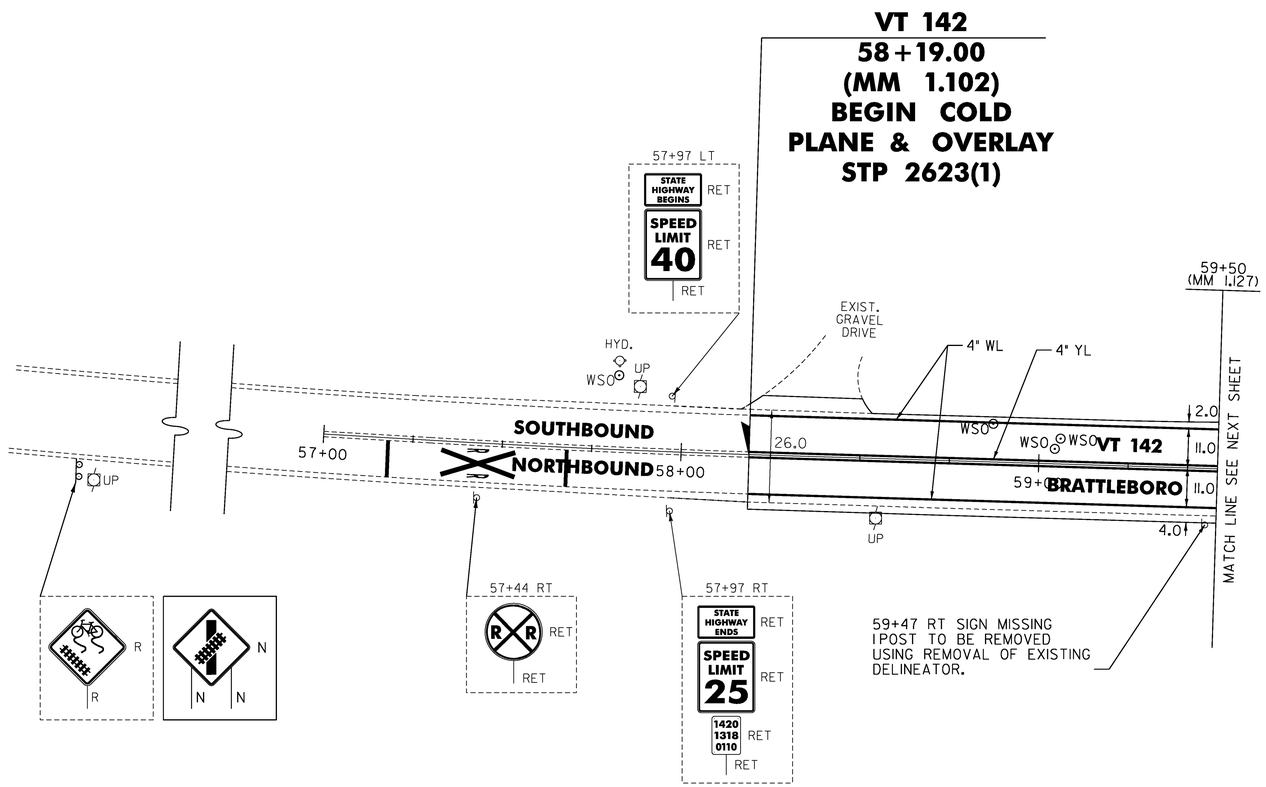
TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
57+97 TO 59+50 SOLID LT & RT

ADJUST ELEVATION
OF VALVE BOX
58+87 LT
59+04 LT
59+06 LT

TEMPORARY RAILROAD CROSSING SYMBOL, PAINT
DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC
57+44 RT

REMOVAL OF EXISTING DELINEATOR
59+47 RT (1 SIGN POST)

REMOVING SIGNS
AS SHOWN - 1



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 26 VT 142

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_52
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 52 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

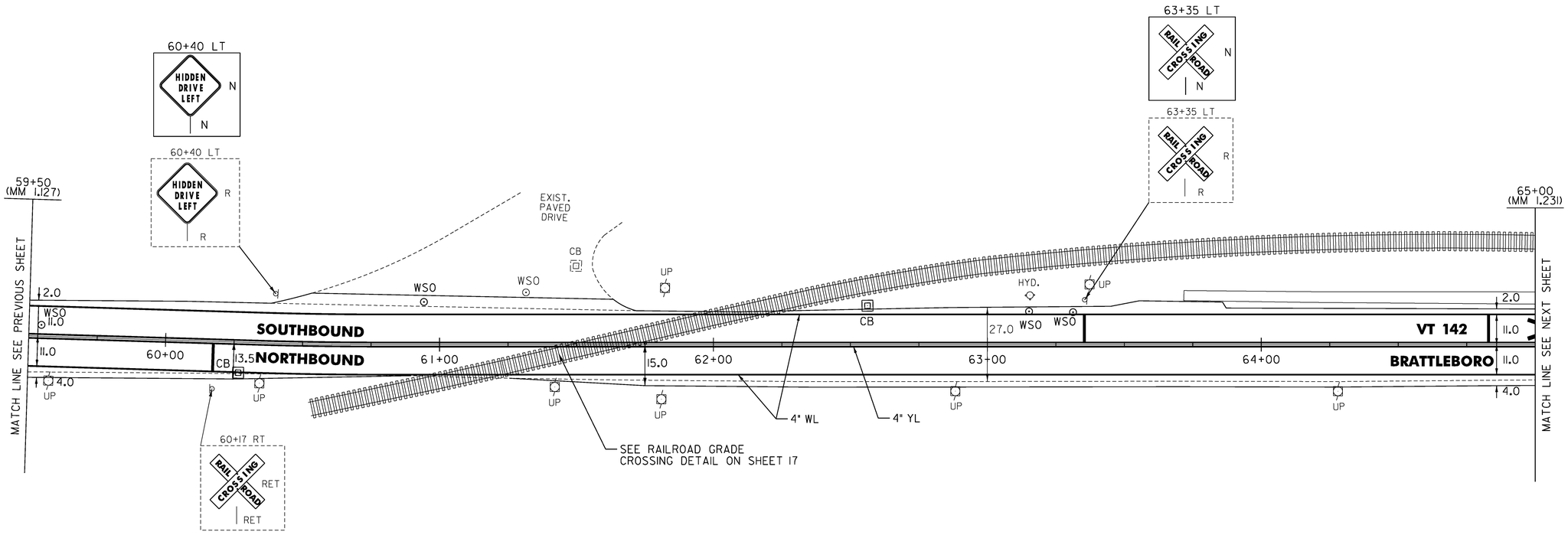
TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
59+50 TO 65+00 SOLID LT
59+50 TO 65+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
59+50 TO 65+00 SOLID LT & RT

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
60+27 RT (CB)
62+56 LT (CB)

ADJUST ELEVATION OF VALVE BOX
59+55 LT
60+94 LT
63+15 LT
63+31 LT

REMOVING SIGNS
AS SHOWN - 2



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 27 VT 142

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_53
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 53 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
65+00 TO 70+50 SOLID LT
65+00 TO 70+50 SOLID RT

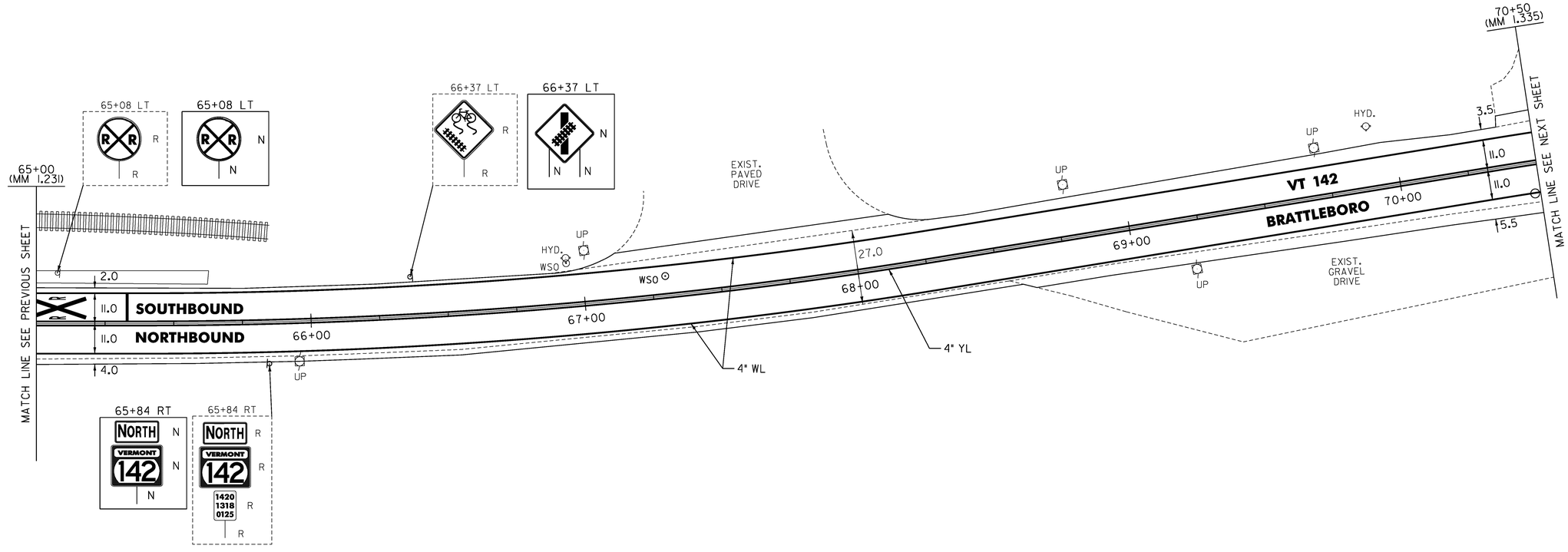
TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
65+00 TO 70+50 SOLID LT & RT

TEMPORARY RAILROAD CROSSING SYMBOL, PAINT
DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC
65+08 LT

CHANGING ELEVATION
OF SEWER MANHOLES
70+48 RT

ADJUST ELEVATION
OF VALVE BOX
67+30 LT

REMOVING SIGNS
AS SHOWN - 5



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
~~S S~~	=	EXISTING GUARDRAIL
o o	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 28 VT 142

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_54

PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 54 OF 163

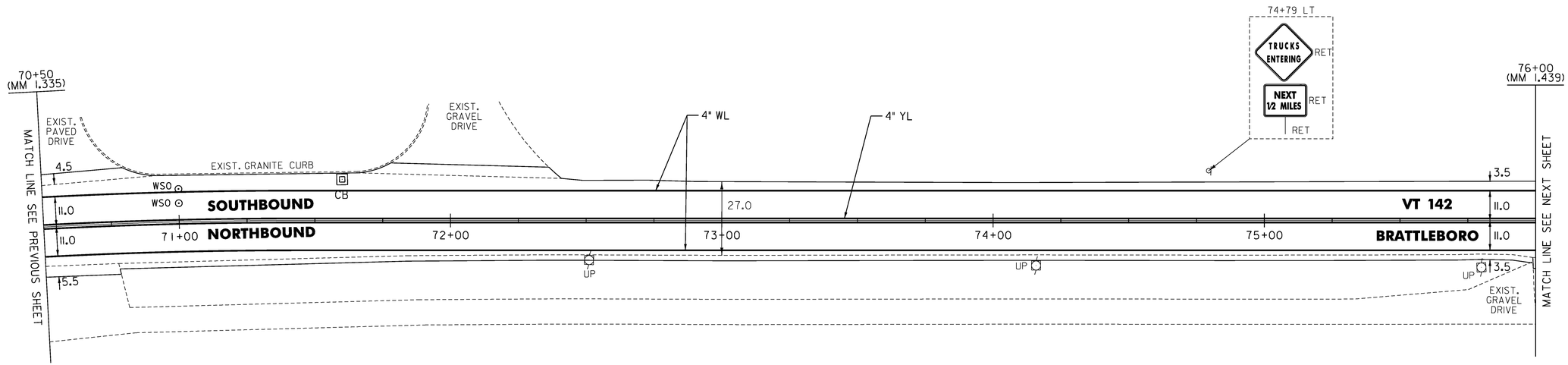
MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
70+50 TO 76+00 SOLID LT
70+50 TO 76+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
70+50 TO 76+00 SOLID LT & RT

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
71+60 LT (CB)

ADJUST ELEVATION
OF VALVE BOX
71+00 LT
71+00 LT



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 29 VT 142

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_55
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 55 OF 163

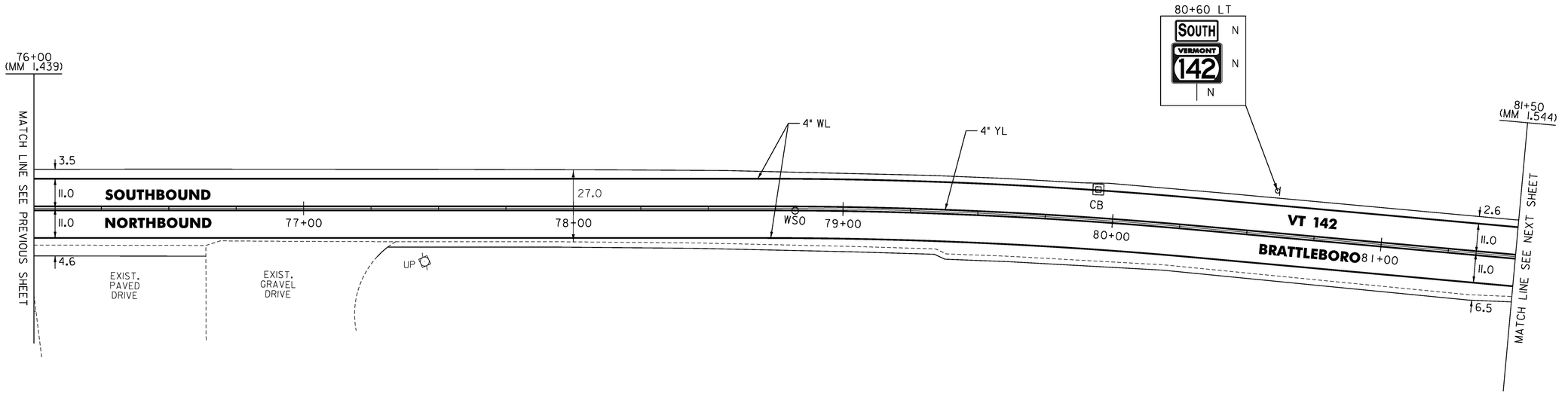
MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
76+00 TO 81+50 SOLID LT
76+00 TO 81+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
76+00 TO 81+50 SOLID LT & RT

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
79+94 LT (CB)

ADJUST ELEVATION
OF VALVE BOX
78+82 RT



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 30 VT 142

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_56
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 56 OF 163

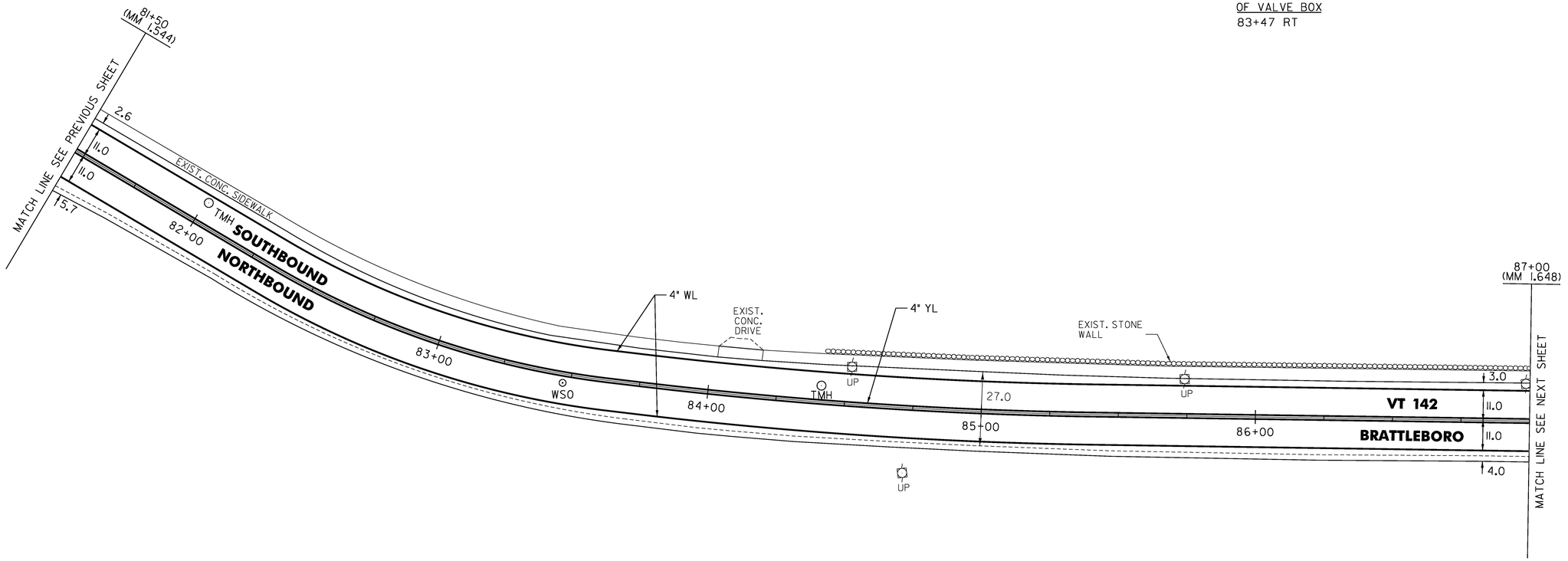
MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
81+50 TO 87+00 SOLID LT
81+50 TO 87+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
81+50 TO 87+00 SOLID LT & RT

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
82+01 LT (TMH)
84+42 LT (TMH)

ADJUST ELEVATION
OF VALVE BOX
83+47 RT



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 31 VT 142

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_57

PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 57 OF 163

CLD 08-0324 z06D0214.dgn MODEL: Default

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
87+00 TO 92+50 SOLID LT
87+00 TO 92+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
87+00 TO 92+50 SOLID LT & RT

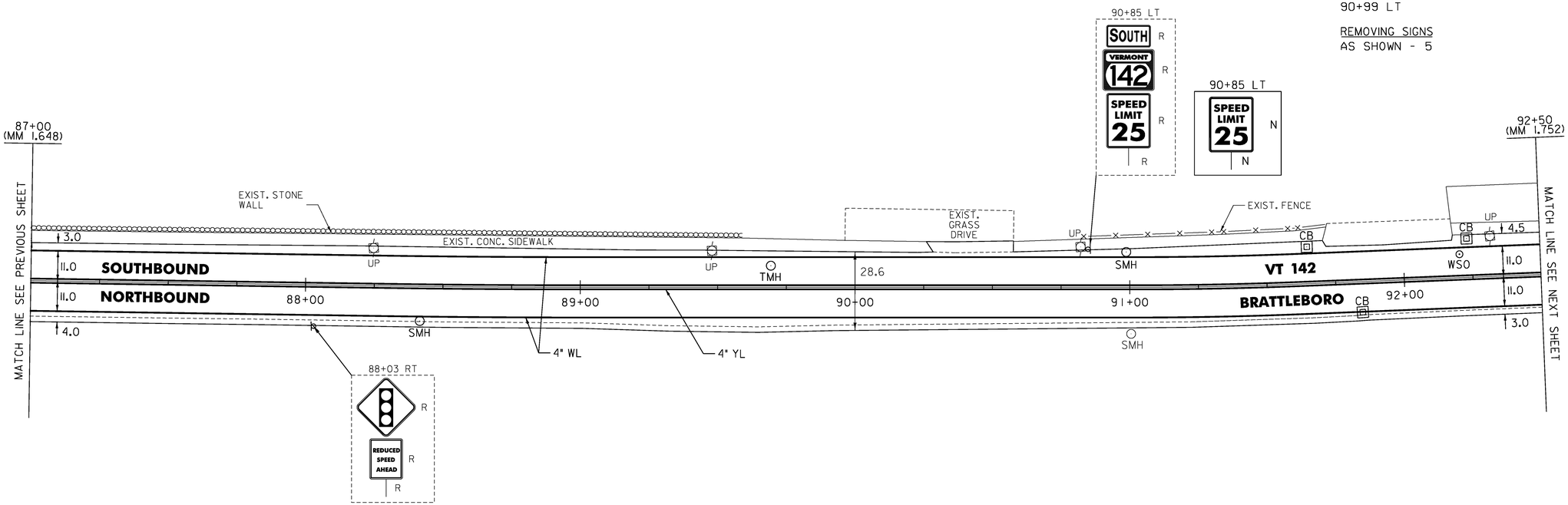
REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
91+65 LT (CB)
91+85 RT (CB)
92+23 LT (CB)

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
89+70 LT (TMH)

ADJUST ELEVATION
OF VALVE BOX
92+21 LT

CHANGING ELEVATION
OF SEWER MANHOLES
88+42 RT
90+99 LT

REMOVING SIGNS
AS SHOWN - 5



NOT TO SCALE

LEGEND

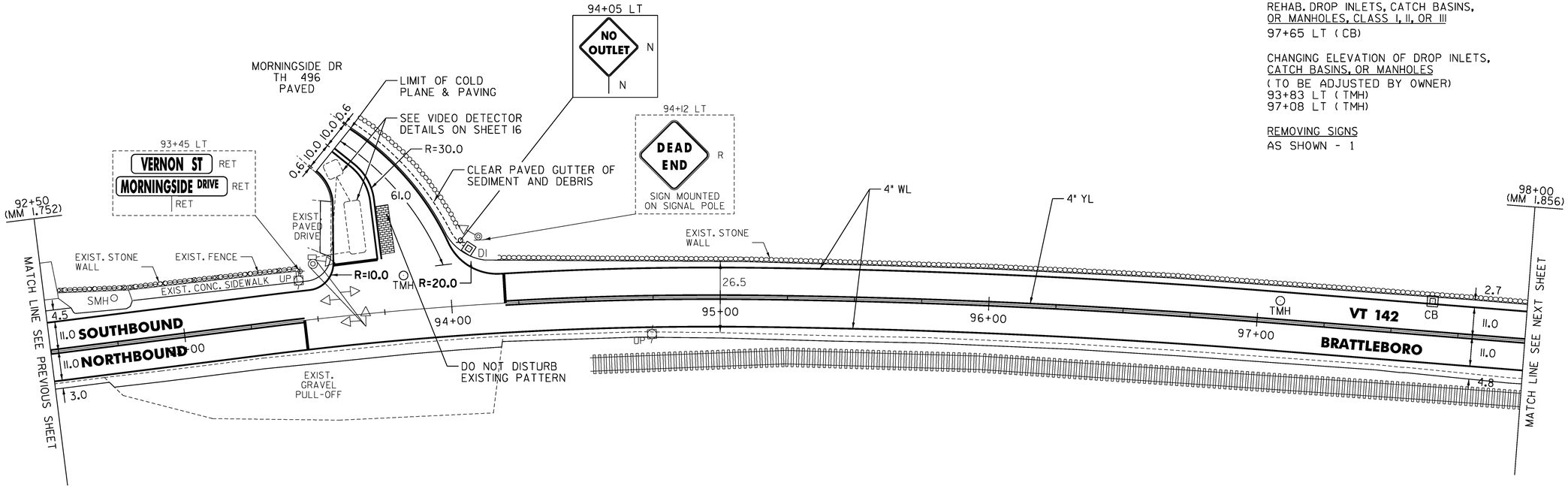
R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 32 VT 142

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_58
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 58 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn



TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
92+50 TO 93+47 SOLID LT
93+47 TO 93+55 SOLID LT (TH 496)
93+67 TO 94+16 SOLID LT (TH 496)
92+50 TO 98+00 SOLID RT
94+16 TO 98+00 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
92+50 TO 93+45 SOLID LT & RT
93+61 TO 93+75 DOUBLE SOLID LT (TH 496)
94+20 TO 98+00 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
93+45 RT
93+58 TO 93+74 LT
94+20 LT

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
97+65 LT (CB)

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
93+83 LT (TMH)
97+08 LT (TMH)

REMOVING SIGNS
AS SHOWN - 1

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 33 VT 142

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_59
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 59 OF 163

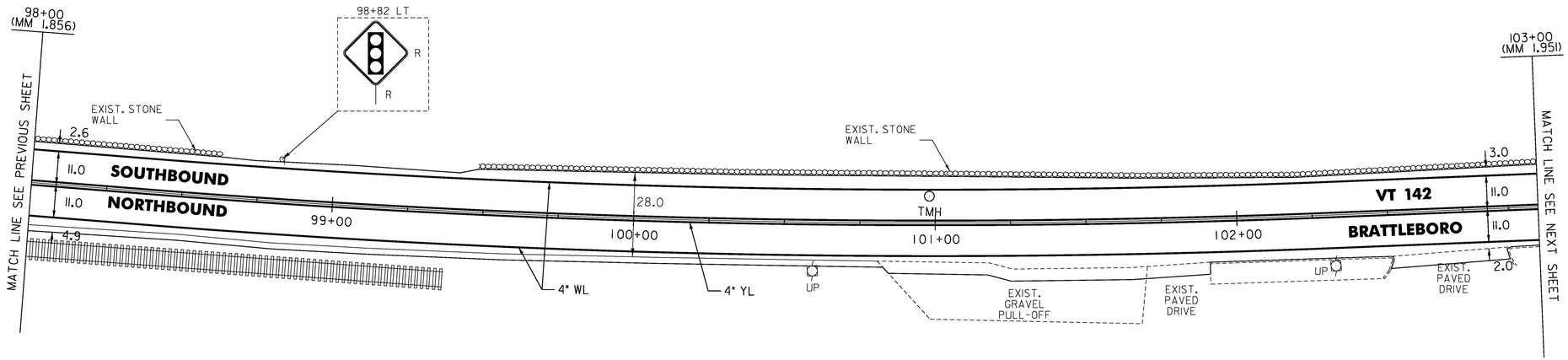
MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
98+00 TO 103+00 SOLID LT
98+00 TO 103+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
98+00 TO 103+00 SOLID LT & RT

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
100+98 LT (TMH)

REMOVING SIGNS
AS SHOWN - 1



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 34 VT 142

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_60

PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 60 OF 163

CLD 08-0324 z06D0214.dgn MODEL: Default

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
103+00 TO 108+00 SOLID LT
103+00 TO 108+00 SOLID RT

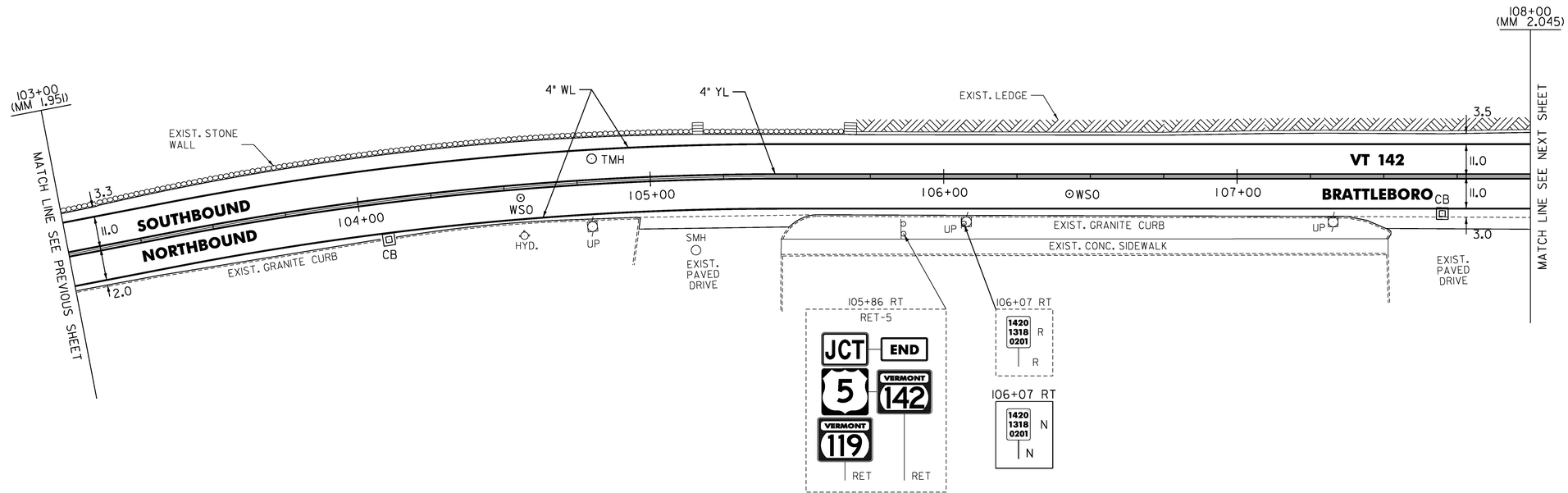
TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
103+00 TO 108+00 SOLID LT & RT

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
104+09 RT (CB)
107+70 RT (CB)

CHANGING ELEVATION OF DROP INLETS,
CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)
104+80 LT (TMH)

ADJUST ELEVATION
OF VALVE BOX
104+55 RT
106+43 RT

REMOVING SIGNS
AS SHOWN - 1



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
- - -	=	EXISTING GUARDRAIL
o o	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 35 VT 142

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_61
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 61 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
1+00 TO 6+00 SOLID LT & RT

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
1+00 TO 2+25 SOLID LT (TH 334)
1+00 TO 6+00 SOLID RT
2+31 TO 6+00 SOLID LT (TH 334)

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
1+96 TO 2+01 LT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
2+02 LT - STOP (TH 334)
2+42 LT - AHEAD
2+90 LT - STOP

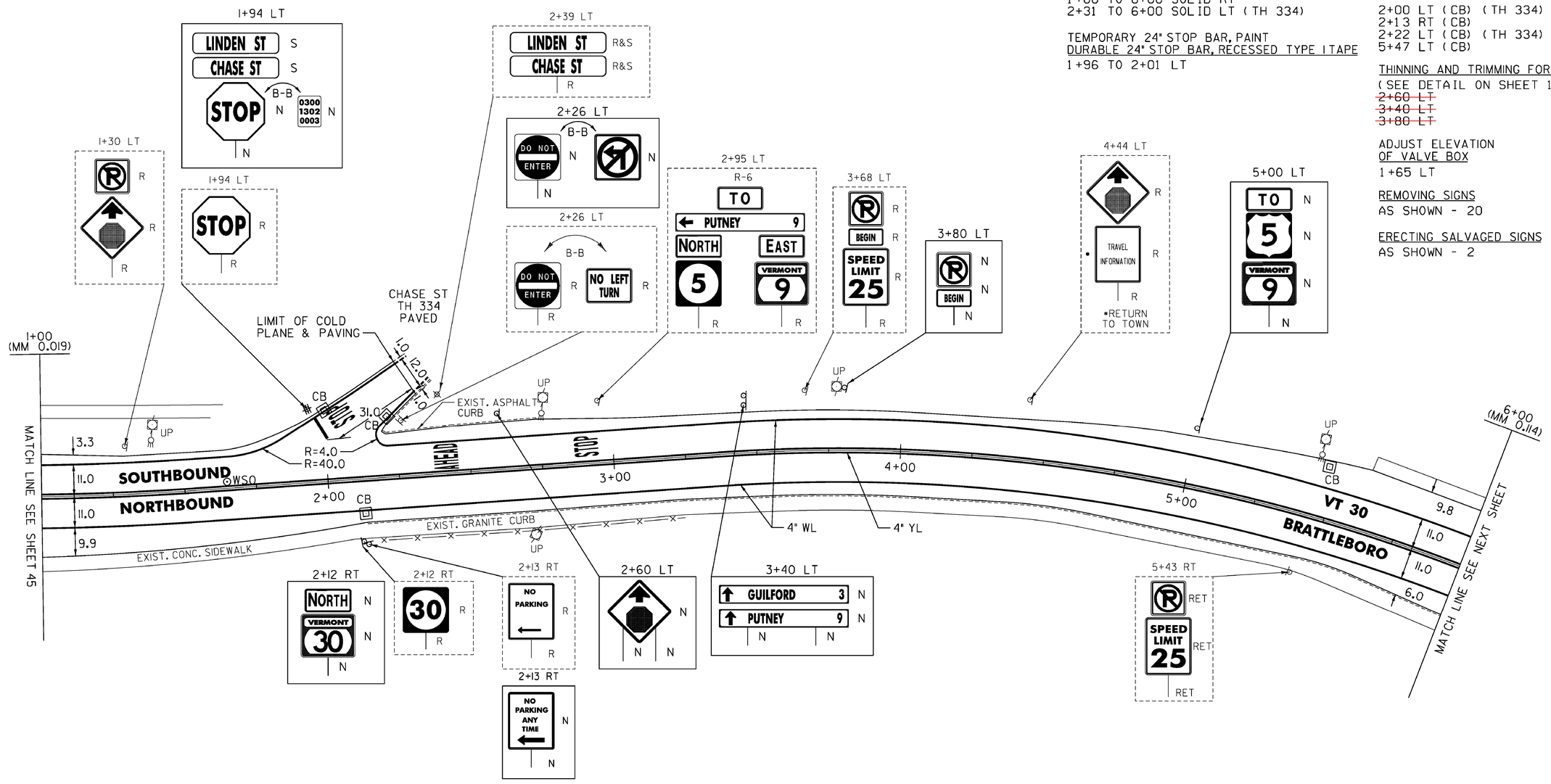
REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
2+00 LT (CB) (TH 334)
2+13 RT (CB)
2+22 LT (CB) (TH 334)
5+47 LT (CB)

THINNING AND TRIMMING FOR SIGNS
(SEE DETAIL ON SHEET 10)
~~2+60 LT~~
~~3+40 LT~~
~~3+80 LT~~

ADJUST ELEVATION
OF VALVE BOX
1+65 LT

REMOVING SIGNS
AS SHOWN - 20

ERECTING SALVAGED SIGNS
AS SHOWN - 2



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
~~5---5~~	=	EXISTING GUARDRAIL
6---6	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 37 VT 30

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_63
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 63 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC

6+00 TO 7+93 SOLID LT
6+00 TO 8+20 SOLID RT
7+93 TO 8+13 SOLID LT (NO PARKING)
8+19 TO 8+41 SOLID LT (NO PARKING)
8+20 TO 11+00 SOLID RT
8+41 TO 11+00 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC

6+00 TO 8+17 SOLID LT & RT
8+26 TO 11+00 SOLID LT & RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

8+13 TO 8+19 LT (LANDING)
8+22 TO 8+30 RT (RAMP TYPE 6)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC

8+19 TO 8+25 LT TO RT

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III

6+74 LT (CB)
7+77 RT (CB)
7+91 LT (CB)
8+31 LT (CB)
8+52 LT (CB)
8+76 LT (CB)
9+89 RT (CB)

ADJUST ELEVATION OF VALVE BOX

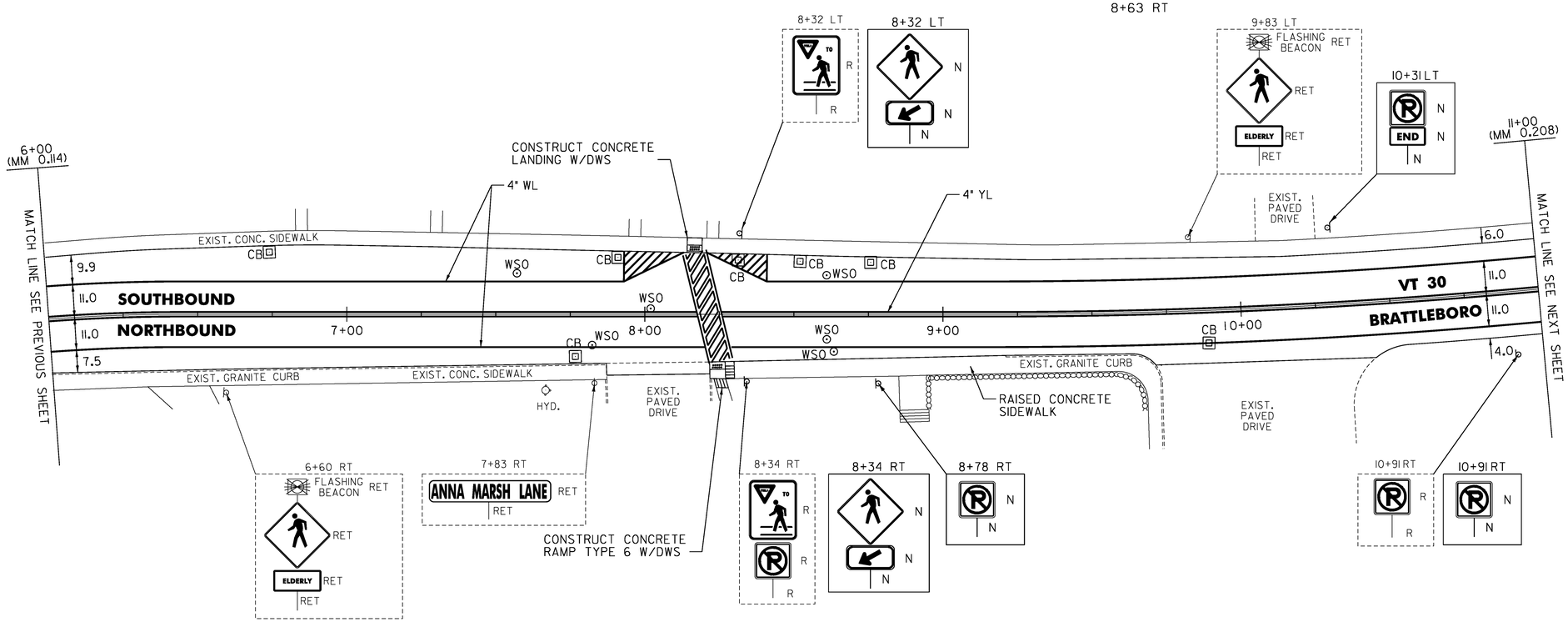
7+57 LT
7+82 RT
8+01 LT
8+61 LT
8+61 RT
8+63 RT

DETECTABLE WARNING SURFACE (DWS)

8+17 LT
8+25 RT

REMOVING SIGNS

AS SHOWN - 4



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 38 VT 30

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_64

PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 64 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

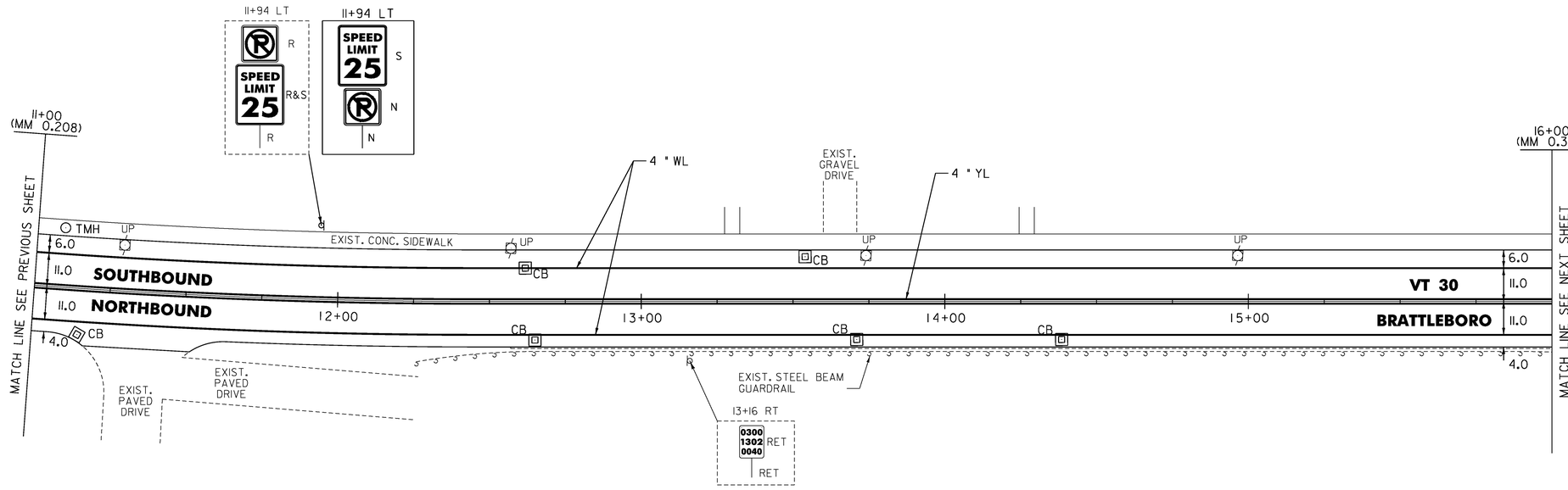
TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
11+00 TO 16+00 SOLID LT
11+00 TO 16+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
11+00 TO 16+00 SOLID LT & RT

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
11+15 RT (CB)
12+62 LT (CB)
12+65 RT (CB)
13+54 LT (CB)
13+71 RT (CB)
14+38 RT (CB)

REMOVING SIGNS
AS SHOWN - 2

ERECTING SALVAGED SIGNS
AS SHOWN - 1



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
~~5~~ ~~5~~	=	EXISTING GUARDRAIL
6 6	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 39 VT 30

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_65

PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 65 OF 163

MODEL: Default
CLD 08-0324 z06D014.dgn

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
16+00 TO 17+60 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
16+00 TO 17+60 SOLID LT & RT

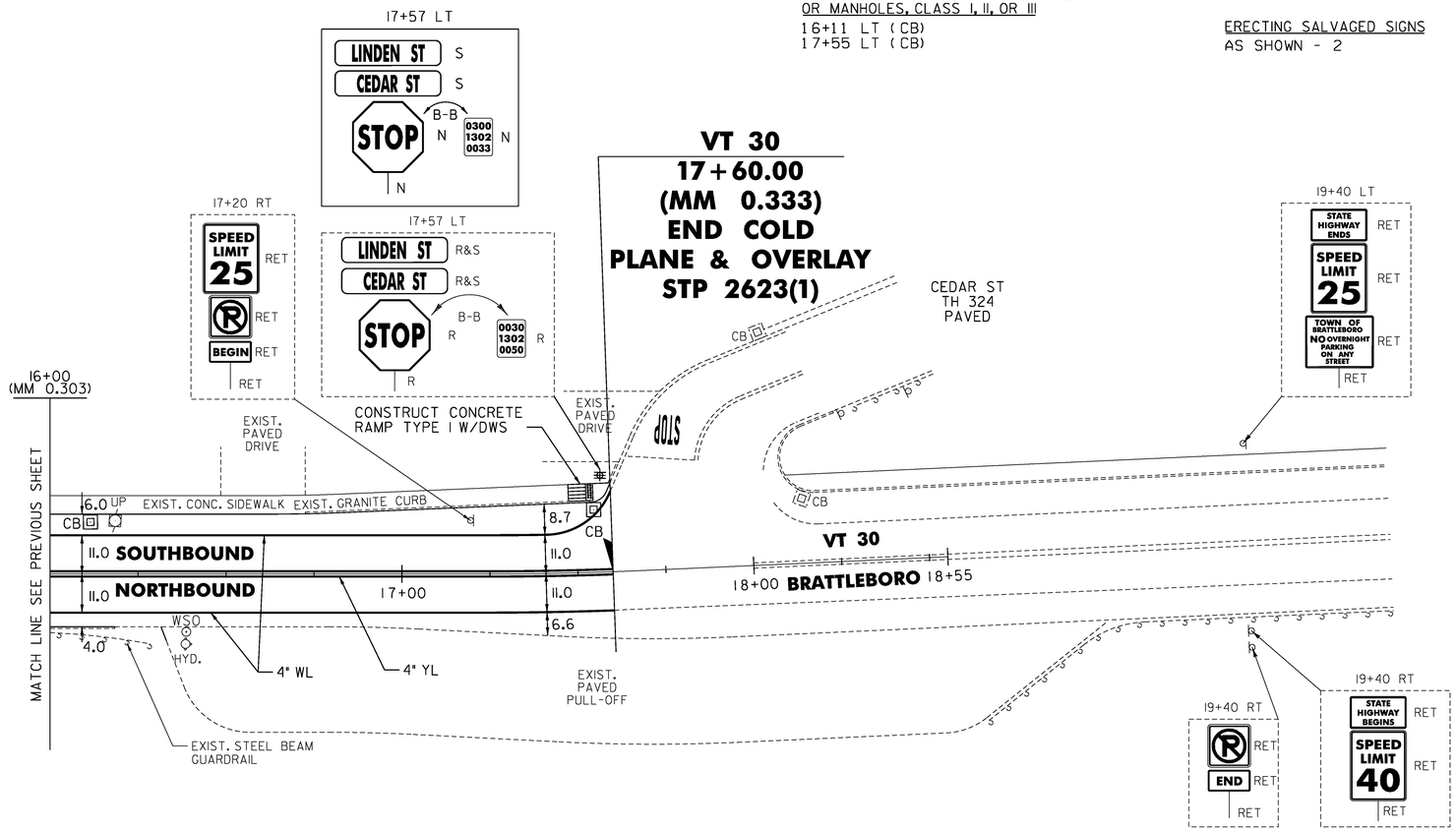
REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
16+11 LT (CB)
17+55 LT (CB)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
17+48 TO 17+60 LT (RAMP TYPE 1)

DETECTABLE WARNING
SURFACE (DWS)
17+54 LT

REMOVING SIGNS
AS SHOWN - 4

ERECTING SALVAGED SIGNS
AS SHOWN - 2



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 40 VT 30

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_66
PLOT DATE: 3/19/2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 66 OF 163

MODEL: Default
CLD 08-0324 z0600214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #1

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS															REMARKS	SIGN DETAIL	
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL lb/ft			TUBULAR ALUMINUM Ø (in) lb/ft			TUBULAR STEEL Ø (in)					W-SHAPE STEEL				SIGN REMAINS REQUIRED		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
																		FOUNDATION					FTG. SIZE		WEIGHT	POST SIZE				
												1.12	2.00	3.00	3.0	4.0	4.0 MOD 1.7		3.0	3.5	4.0	5.0	24"	30"						
															1.3	1.7			7.6	9.0	10.8	14.6								
BRATTLEBORO US ROUTE 5																														
57+67 RT	ONLY	1	36	30	7.50						1							1	107.2									VR-922		E-145A
	SPEED LIMIT 25	1	24	30	5.00																							R2-1		SHS
	STATE HIGHWAY ENDS	1	24	18	3.00																							VR-038		E-141
	TOWN OF BRATTLEBORO NO PARKING						1																							
	0050 1302 0120						1																							
59+36 LT	JCT	1	21	15	2.19						1			X														M2-1		SHS
	INTERSTATE 91	1	24	24	4.00																							M1-1		SHS
59+52 LT	YIELD 36x36x36	1			3.90						1			X														R1-2		SHS
62+08 LT	ONLY	1	36	30	7.50						2			X														VR-922		E-145A
	NO PARKING	1	12	18	1.50																							R8-3		SHS
63+21 RT	ONLY	1	30	30	6.25						1			X														VR-921		E-145A
												FT	FT	FT 75.0	LB	LB	LB		LB 107.2	LB	LB	LB								
SHEET TOTALS		SF 40.84	SF	EA. 2	EA.							FT 75.0			LB			EA. 1	LB 107.2				EA.	EA.	LB				

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #1

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_67

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 67 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #2

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUND-ATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMAINED REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
63+21 RT	STOP						1				1			X																
64+28 LT	CANAL ST / FAIRVIEW ST						1 1				1			X																
	STOP 0050 1302 0122	1 1	30 6	30 10	6.25 0.42																							RI-1 BACK TO BACK		SHS E-138
64+66 RT		1	30	30	6.25						1			X														WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							WI6-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
64+83 LT		1	30	30	6.25						1			X														WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							WI6-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
69+65 RT	ONLY	1	30	30	6.25						1			X														VR-92I		E-145A
70+22 LT	CANAL ST / LEXINGTON AVE						1 1				1			X																
	STOP 0050 1302 0133	1 1	30 6	30 10	6.25 0.42																							RI-1 BACK TO BACK		SHS E-138
70+67 LT	NO OUTLET	1	30	30	6.25						1			X														WI4-2		SHS
70+78 RT		1	30	30	6.25						1			X														WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							WI6-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
SHEET TOTALS		SF 50.59	SF	EA. 5	EA.							FT	FT	FT 120.0	LB	LB	LB	EA.	LB	LB	LB	LB	EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #2

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_68
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 68 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #3

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMAINED REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
70+90 LT		1	30	30	6.25						1			X														WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																									
71+32 RT							1 1				1			X																
		1 1	30 6	30 10	6.25 0.42																						RI-1 BACK TO BACK		SHS E-138
71+75 LT		1	30	30	6.25						1			X														VR-921		E-145A
72+15 RT		1	30	30	6.25						1			X														VR-921		E-145A
72+67 LT							1 1				1			X																
		1 1	30 6	30 10	6.25 0.42																						RI-1 BACK TO BACK		SHS E-138
72+74 LT		1	36	30	7.50						2			X														VR-925		E-145A
73+41 RT		1	30	30	6.25						1			X														WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																						WI6-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
73+61 LT		1	30	30	6.25						1			X														WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																						WI6-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
												FT	FT	FT 135.0	LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS		SF 58.09	SF	EA. 4	EA.							FT 135.0			LB			EA.	LB				EA.	EA.	LB				

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #3

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_69
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 69 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #4

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	TUBULAR STEEL Ø (in) FOUNDATION	lb/ft 3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMAINS REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
73+99 RT	CANAL ST / OAK GROVE AVE						1 1				1			X																
	STOP 0050 1302 0140	1 1	30 6	30 10	6.25 0.42																						RI-1 BACK TO BACK		SHS E-138
74+48 LT	ONLY	1	30	30	6.25						1			X													VR-92I		E-145A
77+98 LT		1	30	30	6.25						1			X													W2-1Me	85	
78+95 RT	ONLY	1	30	30	6.25						1			X													VR-92I		E-145A
79+59 LT	CANAL ST / MAPLE ST						1 1				1			X															
	STOP 0050 1302 0152	1 1	30 6	30 10	6.25 0.42																						RI-1 BACK TO BACK		SHS E-138
80+64 RT	CANAL ST / PINE ST						1 1				1			X															
	STOP 0050 1302 0153	1	30	30	6.25		1																				RI-1 BACK TO BACK		SHS
81+59 LT	ONLY	1	30	30	6.25						1			X													VR-92I		E-145A
82+48 LT		1	30	30	6.25						1			X													W2-1Me	85	
83+19 LT	SPEED LIMIT 25	1	24	30	5.00						1			X													R2-1		SHS E-142
	NO PARKING	1	12	18	1.50																						R8-3		SHS
											FT	FT	FT 135.0		LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS		SF 57.34	SF	EA. 7	EA.						FT 135.0				LB			EA.	LB				EA.	EA.	LB				

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #4

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_70

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 70 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #5

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMAINED REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
85+67 LT	MINSHALL ST						1				1			X																
	STOP 0050 1302 0163	1 1	30 6	30 10	6.25 0.42																						RI-1 BACK TO BACK		SHS E-138
86+17 RT	ONLY	1	30	30	6.25						1			X													VR-92I		E-145A
87+55 LT	CANAL ST BIRGE ST						1 1				1			X															
	STOP 0050 1302 0166	1 1	30 6	30 10	6.25 0.42																						RI-1 BACK TO BACK		SHS E-138
88+00 LT		1	30	30	6.25						1			X													WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																						WI6-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
88+25 RT	CANAL ST WASHINGTON ST						1 1				1			X															
	STOP 0050 1302 0167	1	30	30	6.25		1																				RI-1 BACK TO BACK		SHS
88+29 RT		1	30	30	6.25						1			X													WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																						WI6-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
88+97 LT	ONLY	1	30	30	6.25						1			X													VR-92I		E-145A
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."												FT	FT	FT 105.0	LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS		SF 48.59	SF	EA. 6	EA.							FT 105.0			LB			EA.	LB				EA.	EA.	LB				

TRAFFIC SIGN SUMMARY SHEET #5

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_7I

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 7I OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #6

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMAINED REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
92+32 RT		1	36	36	9.00						2			X													SI-1	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																						WI6-9p	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
93+43 RT							1 1				1			X																
		1 1	30 6	30 10	6.25 0.42																						RI-1	BACK TO BACK		SHS E-138
93+49 RT		1	12	18	1.50						1			X													R7-1			SHS
93+85 LT							1 1				1			X																
		1 1	30 6	30 10	6.25 0.42																						RI-1	BACK TO BACK		SHS E-138
94+46 RT		1	24	54	9.00				X																		S5-1	FLASHING BEACON ABOVE SIGN		SHS
94+96 RT		1	12	18	1.50						1			X													R8-3			SHS
96+24 RT		1	36	36	9.00						2			X													W3-1a			SHS
98+23 RT		1	30	30	6.25						1			X													RI-1			SHS
		1	18	6	0.50																						RI-4			SHS
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."												FT	FT	FT 135.0	LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS		SF 52.09	SF	EA. 4	EA.							FT 135.0			LB			EA.	LB				EA.	EA.	LB				

TRAFFIC SIGN SUMMARY SHEET #6

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_72

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 72 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #7

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	TUBULAR STEEL Ø (in) FOUNDATION	lb/ft 3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMAINED REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
98+47 LT	CANAL ST / ELM ST						1 1				1			X																
	STOP 0050 1302 0184	1 1	30 6	30 10	6.25 0.42																							RI-1 BACK TO BACK		SHS E-138
	ALL WAY	1	18	6	0.50																							RI-4		SHS
98+92 LT	STOP	1	30	30	6.25						1			X														RI-1		SHS
	ALL WAY	1	18	6	0.50																							RI-4		SHS
100+65 LT		1	36	36	9.00						2			X														W3-1		SHS
101+09 LT	SCHOOL SPEED LIMIT 20 WHEN FLASHING	1	24	54	9.00				X																			S5-1 FLASHING BEACON ABOVE SIGN		SHS
102+32 LT		1	36	36	9.00						2			X														S1-1 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
	AHEAD	1	24	12	2.00																							W16-9p ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
105+72 RT	DO NOT ENTER / NO PARKING	1 1	30 12	30 18	6.25 1.50						1			X														R5-1 BACK TO BACK R8-3		SHS SHS
106+17 RT	NO PARKING	1	12	18	1.50						1			X														R8-3		SHS
106+19 RT	CANAL ST / CLARK ST						1 1				1			X																
	STOP / DO NOT ENTER	1 1	30 30	30 30	6.25 6.25																							RI-1 BACK TO BACK R5-1		SHS SHS
	0050 1302 0201						1																							
												FT	FT	FT 135.0	LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS		SF 64.67	SF	EA. 5	EA.							FT 135.0			LB			EA.	LB				EA.	EA.	LB				

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #7

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_73

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 73 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #13

SHS - FHWA STANDARD HIGHWAY SIGNS BOOK

LEMARKER, STATION, OR N NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUND-ATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
28+53 LT	WILLISTON ST						1				1			X																
	DO NOT ENTER / STOP	1	30	30	6.25																							R5-1	BACK TO BACK		SHS
		1	30	30	6.25																							R1-1			SHS
	ONE WAY / 0050 1302 0010	1	36	12	~~3.00~~										ONE WAY SIGN PAID FOR ANF INSTALLED BUT TAKEN DOWN DUE TO ARROW DIRECTION													R6-1L	BACK TO BACK		SHS
		1	6	10	0.42																							R6-1R			E-138
28+80 LT	DO NOT ENTER /	1	30	30	6.25						1			X														R5-1	BACK TO BACK		SHS
		1	30	30	6.25																							R3-2			SHS
	ONE WAY	1	36	12	3.00																							R6-1L			SHS
29+00 LT		1	30	30	6.25						1			X														W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
29+09 RT		1	30	30	6.25						1			X														W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							W16-7pR	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
30+80 LT	LINDEN ST / CHAPIN ST						1 / 1				1			X																
	STOP	1	30	30	6.25																							R1-1			SHS
	ONE WAY	1	36	12	3.00																							R6-1R			SHS
SHEET TOTALS		SF ~~57.17~~ 54.17	SF	EA. 3	EA.			FT 75.0	FT	FT	LB	LB	LB	EA.	LB	LB	LB	LB	EA.	EA.	LB									

NAL POST LENGTHS ARE TO BE DETERMINED
THE FIELD. POST SIZES ARE COMPUTED
ASED ON INFORMATION FURNISHED ON THE STANDARD
EETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #13

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_79

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 79 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #9

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMAINED REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
131+73 RT	STOP	1	30	30	6.25						1			X														RI-1		SHS
			30	30	6.25																							R3-2		SHS
133+02 RT	ONLY	1	30	30	6.25						1			X														VR-92I		E-145A
134+27 RT		1	30	30	6.25						1			X														WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							WI6-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
134+41 LT		1	30	30	6.25						1			X														WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							WI6-7pR ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
136+25 RT	PUTNEY RD / TERRACE ST						1 / 1				1			X																
	STOP 0050 1302 0258	1	30	30	6.25		1																					RI-1 BACK TO BACK		SHS
	ONE WAY	1	36	12	3.00																							R6-1R		SHS
137+35 LT		1	30	30	6.25						1			X														WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							WI6-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
137+48 RT		1	30	30	6.25						1			X														WII-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							WI6-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
												FT	FT	FT 105.0	LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS		SF 61.00	SF	EA. 3	EA.							FT 105.0			LB			EA.	LB				EA.	EA.	LB				

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #9

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)
FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_75
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 75 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #10

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																	REMARKS	SIGN DETAIL	
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.00	FLANGED CHANNEL lb/ft 3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM Ø (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM Ø (in) 4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	TUBULAR STEEL Ø (in) 3.5 lb/ft 9.0	TUBULAR STEEL Ø (in) 4.0 lb/ft 10.8	TUBULAR STEEL Ø (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN REMAINED REQUIRED		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
138+75 RT	NORTH	1	24	12	2.00						1							1	115.6									M3-1		SHS
	5	1	24	24	4.00																							M1-4		SHS
	TO	1	24	12	2.00																							M4-5 (GREEN ON WHITE)		E-136B
	EAST	1	24	12	2.00																							M3-2 (GREEN ON WHITE)		E-136B
	VERMONT 9	1	24	24	4.00																							M1-5 (GREEN ON WHITE)		E-136B
	TO	1	24	12	2.00																							M4-5		SHS
	INTERSTATE 91	1	24	24	4.00																							M1-1		SHS
141+62 RT		1	30	30	6.25						1			X														W11-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							W16-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
142+04 RT	PUTNEY RD / NORTH ST						1 / 1				1			X																
	STOP 0050 1302 0269	1	30	30	6.25		1																					RI-1 BACK TO BACK		SHS
142+16 LT		1	30	30	6.25						1			X														W11-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							W16-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
												FT	FT	FT 45.0	LB	LB	LB		LB 115.6	LB	LB	LB								
SHEET TOTALS		SF 42.75	SF	EA. 3	EA.							FT 45.0			LB			EA. 1	LB 115.6				EA.	EA.	LB				

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #10

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_76

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 76 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #11

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.00	FLANGED CHANNEL lb/ft 3.00	TUBULAR ALUMINUM Ø (in) lb/ft 3.0	TUBULAR ALUMINUM Ø (in) lb/ft 4.0	TUBULAR ALUMINUM Ø (in) lb/ft 4.0 MOD	TUBULAR STEEL Ø (in) FOUNDATION	TUBULAR STEEL Ø (in) lb/ft 3.0	TUBULAR STEEL Ø (in) lb/ft 3.5	TUBULAR STEEL Ø (in) lb/ft 4.0	TUBULAR STEEL Ø (in) lb/ft 5.0	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
146+00 RT		1	30	30	6.25						1			X															WII-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							WI6-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
146+09 LT		1	30	30	6.25						1			X															WII-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							WI6-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
146+46 RT	PUTNEY RD / BRADLEY AVE						1 / 1				1			X																	
	STOP 0050 1302 0277	1	30	30	6.25		1																						RI-1	BACK TO BACK		SHS
155+00 RT	PUTNEY RD / HARRIS AVE						1 / 1				1			X																	
	STOP 0050 1302 0293	1	30	30	6.25		1																						RI-1	BACK TO BACK		SHS
156+17 RT	SCHOOL BUS STOP AHEAD	1	30	30	6.25						1			X															S3-1			SHS
157+14 LT	TOWN ORDINANCE						+		+									NOT THERE													
157+68 LT	PUTNEY RD / VERMONT AVE						1 / 1				1			X																	
	STOP 0050 1302 0299	1	30	30	6.25		1																						RI-1	BACK TO BACK		SHS
157+97 LT	STATE HIGHWAY ENDS	1	24	18	3.00						1			X															VR-038			E-141
	SPEED LIMIT 25	1	24	30	5.00																								R2-1			SHS
												FT	FT	FT 105.0	LB	LB	LB			LB	LB	LB	LB								
SHEET TOTALS		SF 49.50	SF	EA. 10	EA.							FT 105.0			LB			EA.		LB				EA.	EA.	LB				

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #11

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_77

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 77 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #12

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMAINED REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
157+97 RT	STATE HIGHWAY BEGINS	1	24	18	3.00						1			X														VR-039		E-141
	SPEED LIMIT 30	1	24	30	5.00																							R2-1		SHS
	0050 1302 0297	1	6	10	0.42																									E-138
US 5 SOUTHBOUND																														
224+99 LT		1	30	30	6.25						1			X														W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																						W16-7pR	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
225+54 LT	STOP / DO NOT ENTER	1 1	30 30	30 30	6.25 6.25						1			X														R1-1 R5-1	BACK TO BACK		SHS SHS
		1	30	30	6.25																							R3-2			SHS
225+63 RT	DO NOT ENTER	1	30	30	6.25						1			X														R5-1			SHS
225+92 LT	DO NOT ENTER / SAFETY BELTS	1	30	30	6.25		1				1			X														R5-1	BACK TO BACK		SHS
226+00 LT	ONLY	1	30	30	6.25						1			X														VR-92I			E-145A
		1	24	24	4.00																							R8-3a			SHS

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

	FT	FT	FT	LB	LB	LB		LB	LB	LB	LB			
			90.0											
SHEET TOTALS	SF 58.17	SF	EA. 1	EA.		FT 90.0		LB	EA.	LB		EA.	EA.	LB

TRAFFIC SIGN SUMMARY SHEET #12

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)
FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_78
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 78 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #13

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
228+53 LT	WILLISTON ST						1				1			X																
	DO NOT ENTER / STOP	1 1	30 30	30 30	6.25 6.25																							R5-1 R1-1 BACK TO BACK		SHS SHS
	ONE WAY 0050 1302 0010	1 1	36 6	12 10	~~3.00~~ 0.42										ONE WAY SIGN PAID FOR ANF INSTALLED BUT TAKEN DOWN DUE TO ARROW DIRECTION													R6-1L R6-1R BACK TO BACK		SHS E-138
228+80 LT	DO NOT ENTER /	1 1	30 30	30 30	6.25 6.25						1			X														R5-1 R3-2 BACK TO BACK		SHS SHS
	ONE WAY	1	36	12	3.00																							R6-1L		SHS
229+00 LT		1	30	30	6.25						1			X														W11-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							W16-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
229+09 RT		1	30	30	6.25						1			X														W11-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							W16-7pR ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
230+80 LT	LINDEN ST CHAPIN ST						1 1				1			X																
	STOP	1	30	30	6.25																							R1-1		SHS
	ONE WAY	1	36	12	3.00																							R6-1R		SHS
												FT	FT	FT 75.0	LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS		SF ~~57.17~~ 54.17	SF	EA. 3	EA.							FT 75.0			LB			EA.	LB				EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #13

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_79

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 79 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #14

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	TUBULAR STEEL Ø (in) FOUNDATION	lb/ft 3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMAINED REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
231+02 RT	ONE WAY	1	36	12	3.00						1			X														R6-1R		SHS
231+10 LT		1 1	24 30	24 30	4.00 6.25						1			X														R5-2 R3-2 BACK TO BACK		SHS SHS
231+37 LT	STOP	1	30	30	6.25						1			X														R1-1		SHS
231+44 LT	STOP	1	30	30	6.25						1			X														R1-1		SHS
233+63 RT		1	30	30	6.25						1			X														W11-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																						W16-7pR ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
233+75 LT		1	30	30	6.25						1			X														W11-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																						W16-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
234+55 LT	ONLY	1	36	30	7.50						2			X														VR-922		E-145A
235+16 RT		1	30	30	6.25						1			X														W11-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																						W16-7pR ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
235+16 LT		1	30	30	6.25						1			X														W11-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																						W16-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
												FT	FT	FT 150.0	LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS		SF 66.25	SF	EA.	EA.							FT 150.0			LB			EA.	LB				EA.	EA.	LB				

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #14

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_80
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 80 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #15

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS															REMARKS		SIGN DETAIL	
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.00	FLANGED CHANNEL lb/ft 3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM Ø (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM Ø (in) 4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	TUBULAR STEEL Ø (in) 3.5 lb/ft 9.0	TUBULAR STEEL Ø (in) 4.0 lb/ft 10.8	TUBULAR STEEL Ø (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN REMAINS REQUIRED			
237+01 RT		1	36	36	9.00						1			X													W4-3L			SHS
238+03 LT		1	30	30	6.25						1			X													W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																					W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
BRATTLEBORO VT 142																													
		1	36	36	9.00						2			X													W10-12	REPLACE EXISTING SIGN AT THE CURRENT LOCATION		SHS
60+40 LT		1	30	30	6.25						1			X													VW-133			E-154
63+35 LT		1	48	9	3.00						1			X													R15-1			SHS
65+08 LT	 36"	1			7.07						1			X													W10-1			SHS
65+84 RT		1	24	12	2.00						1			X													M3-1	(GREEN ON WHITE)		E-136B
		1	30	24	5.00																					W10-12	(GREEN ON WHITE)		E-136B
66+37 LT		1	36	36	9.00						2			X													W10-12			SHS
												FT	FT	FT 150.0	LB	LB	LB		LB	LB	LB	LB							
SHEET TOTALS		SF 58.57	SF	EA.	EA.							FT 150.0			LB			EA.	LB				EA.	EA.	LB				

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #15

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_8I
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 81 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #16

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMAINED REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
80+60 LT	SOUTH	1	24	12	2.00						1			X														M3-3 (GREEN ON WHITE)		E-136B
	VERMONT 142	1	30	24	5.00																							MI-5 (GREEN ON WHITE)		E-136B
90+85 LT	SPEED LIMIT 25	1	24	30	5.00						1			X														R2-1		SHS
94+05 LT	NO OUTLET	1	30	30	6.25						1			X														W14-2		SHS
106+07 RT	1420 1318 0201	1	6	10	0.42						1			X																E-138
112+95 RT	ONLY	1	30	30	6.25						1			X														VR-921		E-145A
BRATTLEBORO VT 30																														
0+24 RT	R	1	24	24	4.00						1			X														R8-3a		SHS
1+94 LT	LINDEN ST / CHASE ST						1 1				1			X																
	STOP 0300 1302 0003	1 1	30 6	30 10	6.25 0.42																							RI-1 BACK TO BACK		SHS E-138
2+12 RT	NORTH	1	24	12	2.00						1			X														M3-1 (GREEN ON WHITE)		E-136B
	VERMONT 30	1	24	24	4.00																							MI-5 (GREEN ON WHITE)		E-136B
2+13 RT	NO PARKING ANY TIME	1	12	18	1.50						1			X														R7-1		SHS
												FT	FT	FT 135.0	LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS		SF 43.09	SF	EA. 2	EA.							FT 135.0			LB			EA.	LB				EA.	EA.	LB				

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #16

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_82
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 82 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #17

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMAINED REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
2+26 LT	DO NOT ENTER /	1	30	30	6.25						1			X														R5-1 BACK TO BACK		SHS
		1	24	24	4.00																							R3-2		SHS
2+60 LT		1	36	36	9.00						2			X														W3-1		SHS
3+40 LT	GUILFORD 3	1	72	12	6.00						2			X														D1-1		E-123
	PUTNEY 9	1	72	12	6.00																							D1-1		E-123
3+80 LT		1	24	24	4.00						1			X														R8-3a		SHS
	BEGIN	1	24	12	2.00																							M4-11 BLACK ON WHITE		SHS
5+00 LT	TO	1	24	12	2.00						1			X														M4-5		SHS
	5	1	24	24	4.00																							M1-4		SHS
	VERMONT 9	1	24	24	4.00																							M1-5 (GREEN ON WHITE)		E-136B
8+32 LT		1	30	30	6.25						1			X														W11-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							W16-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
8+34 RT		1	30	30	6.25						1			X														W11-2 ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																							W16-7pL ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
8+78 RT		1	24	24	4.00						1			X														R8-3a		SHS
												FT	FT	FT 150.0	LB	LB	LB		LB	LB	LB	LB	EA.	EA.	LB					
SHEET TOTALS		SF 67.75	SF	EA.	EA.							FT 150.0			LB			EA.	LB				EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #17

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)
FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_83
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 83 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #18

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NO. OF POSTS	NEW SIGN POSTS: FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL: DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
10+31 LT		1	24	24	4.00						1			X														R8-3a		SHS
	END	1	24	12	2.00																							M4-6		SHS
10+91 RT		1	24	24	4.00						1			X														R8-3a		SHS
11+94 LT	SPEED LIMIT 25						1				1			X																
		1	24	24	4.00																							R8-3a		SHS
17+57 LT	LINDEN ST CEDAR ST						1 1				1			X																
	STOP 0300 1302 0033	1 1	30 6	30 10	6.25 0.42																							R1-1 BACK TO BACK		SHS E-138
												FT	FT	FT 60.0	LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS					SF 20.67	SF	EA. 3	EA.				FT 60.0			LB			EA.	LB				EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #18

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)
FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_84
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 84 OF 163

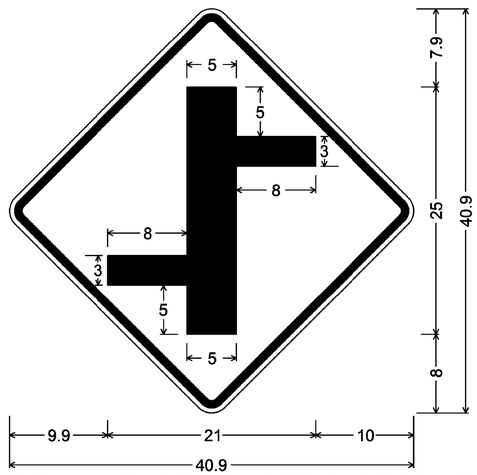
MODEL: Default
CLD 08-0324 z06D0214.dgn

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #19

SHS = FHWA STANDARD HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.00	3.00	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5	4.0 9.0	5.0 10.8	14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
	SUBTOTAL SHEET 67 SUBTOTAL SHEET 68 SUBTOTAL SHEET 69 SUBTOTAL SHEET 70				40.84 50.59 58.09 57.34		2 5 4 7							~~75.0~~ ~~120.0~~ ~~135.0~~ ~~135.0~~	70 110 123 120			1	~~107.2~~	114											
	SUBTOTAL SHEET 71 SUBTOTAL SHEET 72 SUBTOTAL SHEET 73 SUBTOTAL SHEET 74				48.59 52.09 ~~64.67~~ ~~67.67~~	65.09 61.42	6 4 ~~5~~ 4 2							~~105.0~~ ~~135.0~~ ~~135.0~~ ~~90.0~~	92 117 123 42																
	SUBTOTAL SHEET 75 SUBTOTAL SHEET 76 SUBTOTAL SHEET 77 SUBTOTAL SHEET 78				61.00 42.75 49.50 58.17		3 3 ~~10~~ 9 1							~~105.0~~ ~~45.0~~ ~~105.0~~ ~~90.0~~	94.33 42 89 85			1	~~115.6~~	117											
	SUBTOTAL SHEET 79 SUBTOTAL SHEET 80 SUBTOTAL SHEET 81 SUBTOTAL SHEET 82				~~57.17~~ 66.25 58.57 43.09	54.17	3 0 0 2							~~75.0~~ ~~150.0~~ ~~150.0~~ ~~135.0~~	70 138 138 120																
	SUBTOTAL SHEET 83 SUBTOTAL SHEET 84				67.75 20.67		0 3							~~150.0~~ ~~60.0~~	139.5 52.5																
												FT	FT	FT 1995	LB	LB	LB		LB	LB	LB	LB 222.8									
	PROJECT TOTALS				SF ~~964.80~~ 955.97	SF	EA. ~~60~~ 58	EA.				FT ~~1995~~ 1765.33			LB			EA. 2	LB 222.8				EA.	EA.	LB						



30.0" across sides 1.9" Radius, 0.8" Border, 0.5" Indent, Black on Yellow;

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #19

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_85
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 85 OF 163

MODEL: Default
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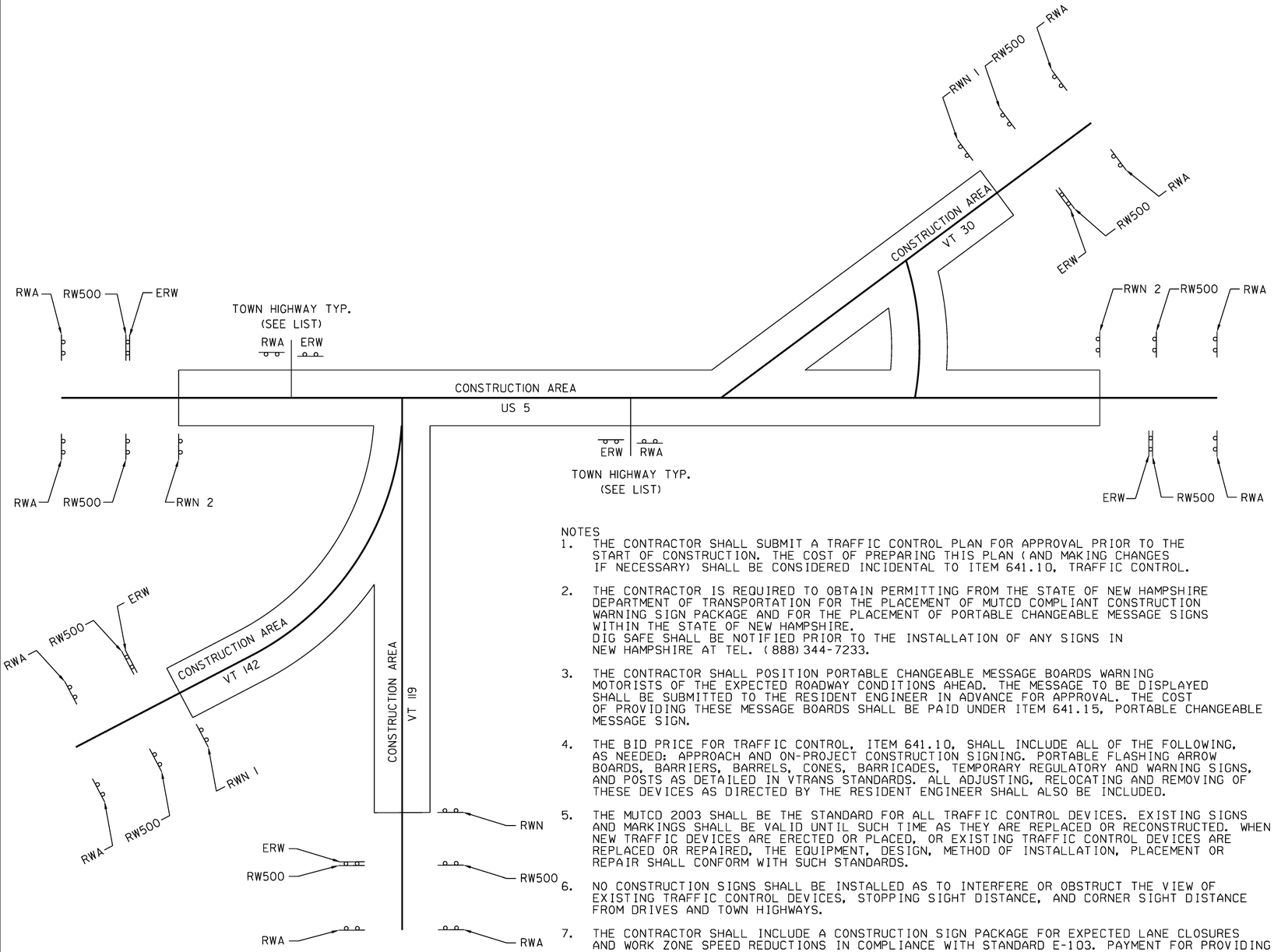


NOTES

1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL.

2. THE CONTRACTOR IS REQUIRED TO OBTAIN PERMITTING FROM THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING SIGN PACKAGE AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW HAMPSHIRE.
DIG SAFE SHALL BE NOTIFIED PRIOR TO THE INSTALLATION OF ANY SIGNS IN NEW HAMPSHIRE AT TEL. (888)344-7233.

3. THE CONTRACTOR SHALL POSITION PORTABLE CHANGEABLE MESSAGE BOARDS WARNING MOTORISTS OF THE EXPECTED ROADWAY CONDITIONS AHEAD. THE MESSAGE TO BE DISPLAYED SHALL BE SUBMITTED TO THE RESIDENT ENGINEER IN ADVANCE FOR APPROVAL. THE COST OF PROVIDING THESE MESSAGE BOARDS SHALL BE PAID UNDER ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.

4. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING. PORTABLE FLASHING ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER SHALL ALSO BE INCLUDED.

5. THE MUTCD 2003 SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC DEVICES ARE ERECTED OR PLACED, OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED, THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.

6. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.

7. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH STANDARD E-103. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL.

8. ON VTRANS STANDARD E-103, SIGN W4-2 MAY BE REPLACED WITH W9-2.

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

10. SEE STD E-100, E-100A AND E-103 FOR SIGN PLACEMENT.

11. ALL PERMANENT SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL MUST BE COMPLETELY COVERED.

12. ALL CONSTRUCTION SIGNS SHALL BE "A MAXIMUM OF 36 INCHES" OR AS APPROVED BY THE RESIDENT ENGINEER.

W9-2

W4-2

NOT TO SCALE

LIST OF TOWN/STATE HIGHWAYS
FOR CONSTRUCTION SIGNS

TOWN/STATE HIGHWAY NAME	ROAD WORK AHEAD (RWA)	END ROAD WORK (ERW)	ROAD WORK 500' (RW500)	ROAD WORK NEXT 1 MILE (RWN 1)	ROAD WORK NEXT 2 MILE (RWN 2)
BEGIN PROJECT US 5	2	1	2		1
TH 534	1	1			
TH 530	1	1			
TH 10	1	1			
TH 396	1	1			
TH 512	1	1			
TH 398	1	1			
TH 504	1	1			
TH 400	1	1			
TH 494	1	1			
TH 420	1	1			
TH 428	1	1			
TH 486	1	1			
TH 478 (ONE-WAY)	0	1			
TH 476 (ONE-WAY)	1	0			
TH 430	1	1			
TH 11	1	1			
TH 468 (ONE-WAY)	0	1			
TH 468 (ONE-WAY)	1	0			
TH 9	1	1			
ARCH ST	1	1			
TH 442	1	1			
TH 11	1	1			
TH 2	1	1			
TH 346	1	1			
TH 368	1	1			
TH 366	1	1			
TH 364	1	1			
TH 362	1	1			
TH 358	1	1			
TH 356	1	1			
TH 354	1	0			
END PROJECT US 5	2	1	2		1
US 5 SOUTHBOUND					
TH 342 (ONE-WAY)	1	1			
CHAPIN ST	1	1			
BEGIN VT 30	2	1	2	1	
TH 334	1				
END ON VT 30	2	1			
BEGIN VT 142	2	1	2	1	
TH 496	1	1			
BEGIN VT 119	2	1	2	1	
TOTAL	45	37	10	3	2

TEMPORARY TRAFFIC CONTROL PLAN

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

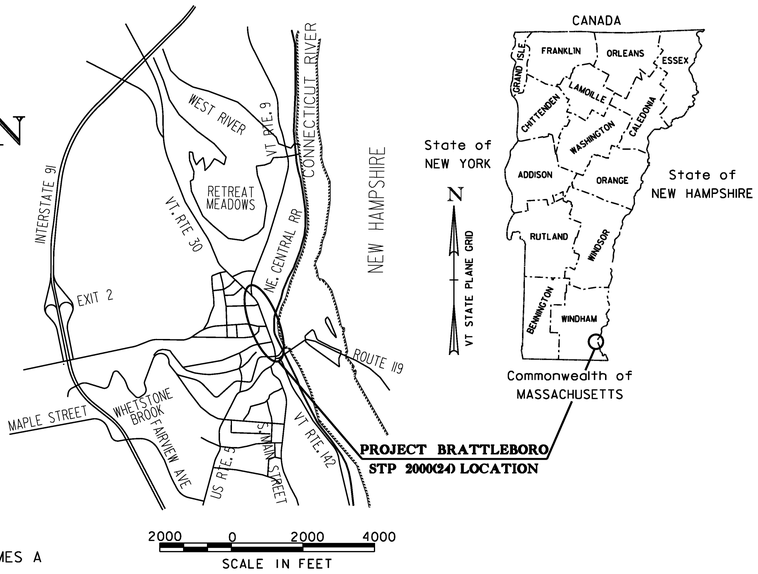
FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_86

PLOT DATE: 3/19/2010
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 86 OF 163

MODEL: Default
CLD 08-0324 z06D0214.dgn

INDEX OF SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION



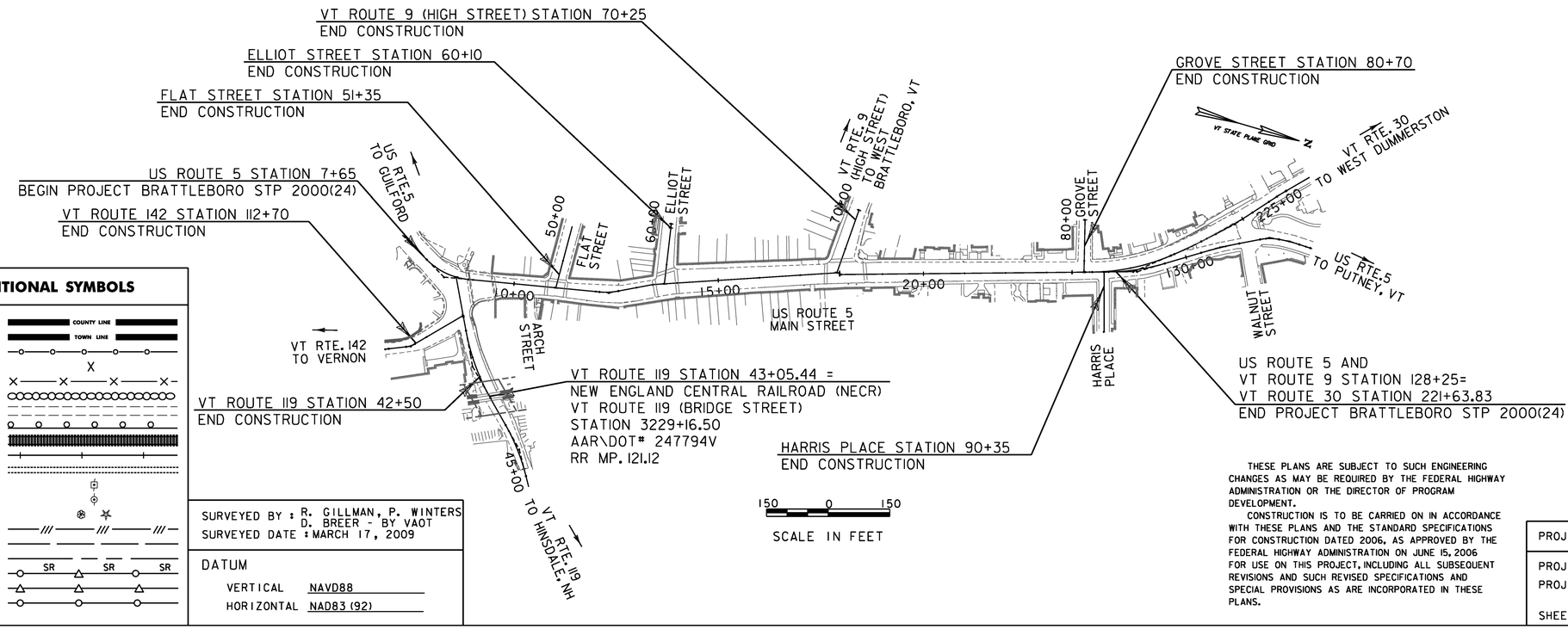
PROPOSED IMPROVEMENTS
TOWN OF BRATTLEBORO
WINDHAM COUNTY

US ROUTE 5 IS A MINOR ARTERIAL FROM THE BEGINNING OF PROJECT TO HIGH STREET AND BECOMES A PRINCIPAL ARTERIAL FROM HIGH STREET TO END OF PROJECT.

BEGINNING AT A POINT, ON US ROUTE 5 (CANAL ST.) IN THE TOWN OF BRATTLEBORO, APPROXIMATELY 93 FEET SOUTH OF THE INTERSECTION OF US ROUTE 5 (CANAL ST.) AND VT ROUTE 119 (BRIDGE ST.) AND EXTENDING 1,608 +/- FEET AND ALONG VT ROUTE 119 (BRIDGE ST.) 500 FEET.

LENGTH OF PROJECT:
US ROUTE 5 = 1703.20 FEET = 0.322 MILES
VT ROUTE 119 = 250 FEET = 0.473 MILES
TOTAL = 1953.20 FEET = 0.370 MILES

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES SIDEWALK RECONSTRUCTION, NEW SIGNALS, SIGNS AND RELATED ROADWAY ITEMS.



ROUTE 5 (MAIN STREET) TRAFFIC DATA

1999 ADT = 16,600
2020 ADT = 22,900
2020 DHV = 1,600
2020 ADTT = 687
SB %D = 53
NB %D = 47
2020 %T = 3
20 YEAR ESAL'S = 4,296,000
40 YEAR ESAL'S = 10,730,000

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
STONE WALL
TRAVELED WAY
GUARD RAIL
RAILROAD
SURVEY LINE
CULVERT
POWER POLE
TELEPHONE POLE
TREES
CONTROL OF ACCESS
PROPERTY LINE
R.O.W. TAKING LINE
SLOPE RIGHTS
TOP OF CUT
TOE OF SLOPE

SURVEYED BY : R. GILLMAN, P. WINTERS
D. BREER - BY VAOT
SURVEYED DATE : MARCH 17, 2009

DATUM
VERTICAL NAVD88
HORIZONTAL NAD83 (92)

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 CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

PROJECT MANAGER : KEN UPMAL

PROJECT NAME : BRATTLEBORO
PROJECT NUMBER : STP 2000(24)

SHEET 87 OF 163 SHEETS

MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH ALL LAYERS)	+/- 1/4"
BASE COURSE	+/- 1/2"
SUBBASE	+/- 1"
GRANULAR BORROW	+/- 1"
SAND BORROW	+/- 1"

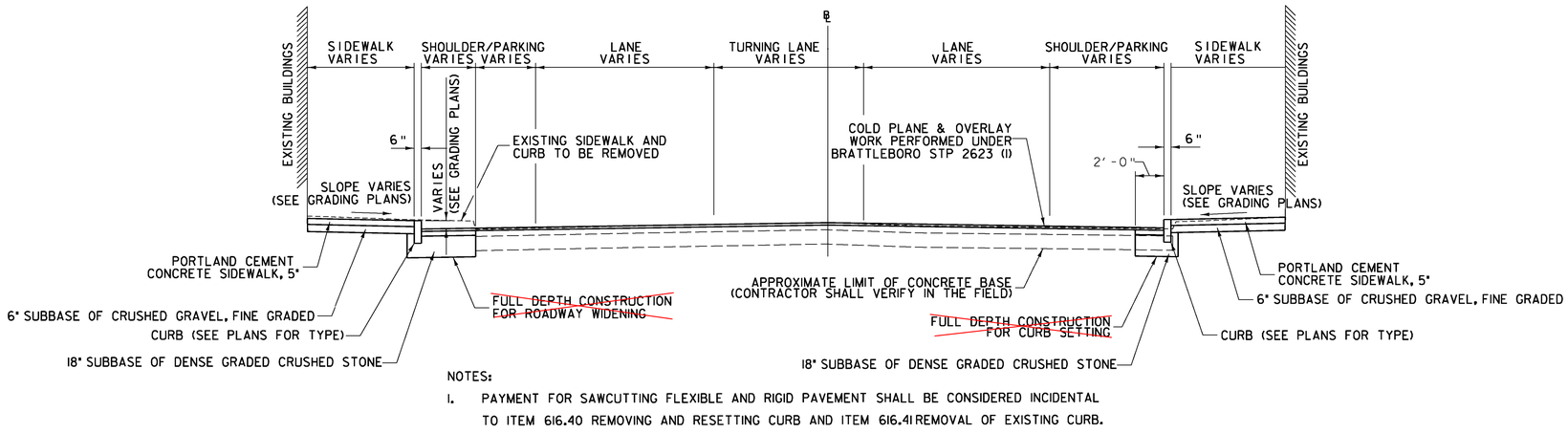
TYPICAL SECTIONS

FULL DEPTH FOR AREAS OF WIDENING AND CURB SETTING:

3 LIFTS 2" BITUMINOUS CONCRETE PAVEMENT TO BE PAID AS ITEM 616.47
BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS.

18" SUBBASE OF DENSE GRADED CRUSHED STONE OR APPROVED IN-SITU MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 704.06.

TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT THE RATE OF 0.025 GAL/SY BETWEEN SUCCESSIVE COURSES OF PAVEMENT AS DIRECTED BY THE ENGINEER.



NOTES:

1. PAYMENT FOR SAWCUTTING FLEXIBLE AND RIGID PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO ITEM 616.40 REMOVING AND RESETTING CURB AND ITEM 616.41 REMOVAL OF EXISTING CURB.

NORMAL SECTION

NOT TO SCALE

NOTE:
THE TOWN OF BRATTLEBORO AND VOAT HAVE AGREED THAT THE LIMITS OF WORK SHOWN ON THESE PLANS ARE WITHIN THE PUBLIC RIGHT OF WAY.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044typ.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: D. SPENCER
TYPICAL SECTIONS

PLOT DATE: 3/17/2010
DRAWN BY: T. BIGELOW
CHECKED BY: V. KACOYANNAKIS
SHEET 88 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES

ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
2					2		EACH	REMOVING MEDIUM TREES	201.15	-
1					1		EACH	THINNING AND TRIMMING FOR SIGNS	201.31	-
400					400		CY	COMMON EXCAVATION	203.15	7
200					200		CY	SOLID ROCK EXCAVATION	203.16	7
90					90		CY	TRENCH EXCAVATION OF EARTH	204.20	8
15					15		CY	TRENCH EXCAVATION OF ROCK	204.21	1
1					1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-
45					45		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	5
200					200		CY	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.26	25
150					150		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	13
1					1		CWT	EMULSIFIED ASPHALT	404.65	EST.
1					1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-
55					55		LF	8" CPEP(SL)	601.2603	4
5					5		EACH	PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE	604.20	-
7					7		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	-
5					5		EACH	CAST IRON COVER WITH FRAME	604.55	-
			1		1		MGAL	DUST CONTROL WITH WATER	609.10	EST.
			1.25		1.25		TON	DUST AND ICE CONTROL WITH CALCIUM CHLORIDE	609.15	0.13
400					400		LF	VERTICAL GRANITE CURB	616.21	50
300					300		LF	PRECAST REINFORCED CONCRETE CURB, TYPE B	616.26	33
500					500		LF	REMOVING AND RESETTING CURB	616.40	27
650					650		LF	REMOVAL OF EXISTING CURB	616.41	48
70					70		TON	BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS	616.47	9
1100					1100		SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10	50
230					230		SF	DETECTABLE WARNING SURFACE	618.30	7
625					625		HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.
475					475		HR	FLAGGERS	630.15	EST.
				0.5	0.5		LS	FIELD OFFICE, ENGINEERS	631.10	-
				0.5	0.5		LS	TESTING EQUIPMENT, CONCRETE	631.16	-
				0.5	0.5		LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-
				1050	1050		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-
	620				620		HR	EMPLOYEE TRAINEESHIP	634.10	EST.
0.5					0.5		LS	MOBILIZATION/DEMOBILIZATION	635.11	-
1					1		LS	TRAFFIC CONTROL (STP 2000(24))	641.10	-
0.5					0.5		LS	PUBLIC RELATIONS OFFICER	641.12	-
6					6		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-
			300		300		SY	GEOTEXTILE FOR SILT FENCE	649.51	16
			1		1		LB	SEED	651.15	EST.
			1		1		LB	SEED, WINTER RYE	651.17	EST.
			5		5		LB	FERTILIZER	651.18	EST.

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
COMMON EXCAVATION		
64	CY	AREA OF ROADWAY NARROWING
221	CY	AREA OF NO CHANGE ROADWAY WIDTH (SIDEWALK WORK)
27	CY	AREA OF ROADWAY WIDENING
81	CY	CURB SETTING
7	CY	ROUNDING
400	CY	TOTAL
SOLID ROCK EXCAVATION		
112	CY	AREA OF ROADWAY NARROWING
81	CY	CURB SETTING
7	CY	ROUNDING
200	CY	TOTAL
SUBBASE OF CRUSHED GRAVEL, FINE GRADED		
175	CY	SIDEWALK
25	CY	ROUNDING
200	CY	TOTAL
SUBBASE OF DENSE GRADED CRUSHED STONE		
137	CY	FULL DEPTH CONSTRUCTION
13	CY	ROUNDING
150	CY	TOTAL
BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS		
61	TON	3 LIFTS - 2 INCH BITUMINOUS CONCRETE PAVEMENT
9	TON	ROUNDING
70	TON	TOTAL
EROSION CONTROL		
1	LB	SEED (WINTER RYE)
0.5	TON	HAY MULCH

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000 (24)

FILE NAME: z08d044qty.xls
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
QUANTITY SHEET #1

PLOT DATE: 04/08/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 89 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES									TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
					ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
								0.025		0.025		TON	AGRICULTURAL LIMESTONE	651.20	EST.			
								0.5		0.5		TON	HAY MULCH	651.25	EST.			
								6		6		CY	TOPSOIL	651.35	0.7			
								1		1		LS	EPSC PLAN	652.10	-			
								210		210		HR	MONITORING EPSC PLAN	652.20	EST.			
								1		1		LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	652.30	-			
								36		36		EACH	INLET PROTECTION DEVICE, TYPE I	653.40	-			
								380		380		LF	PROJECT DEMARCATION FENCE	653.55	39			
							1			1		LS	TREE PROTECTION	656.85	-			
					369					369		SF	TRAFFIC SIGNS, TYPE A	675.20	0.79			
					717					717		LF	FLANGED CHANNEL SIGN POST	675.301	0.17			
					37					37		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	-			
					87					87		EACH	REMOVING SIGNS	675.50	-			
					27					27		EACH	ERECTING SALVAGED SIGNS	675.60	-			
					1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ ELLIOT STREET)	678.15	-			
					1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ FLAT STREET)	678.15	-			
					1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ HIGH STREET)	678.15	-			
					1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ VT ROUTES 142 & 119)	678.15	-			
					175					175		LF	WIRED CONDUIT (2 1/2")(PVC)	678.23	13			
					1650					1650		LF	WIRED CONDUIT (2")(PVC)	678.23	48			
					45					45		LF	WIRED CONDUIT (3")(PVC)	678.23	41			
					14					14		EACH	PULL BOX, STANDARD	678.25	-			
					3					3		EACH	JUNCTION BOX	678.26	-			
					860					860		LF	ELECTRICAL CONDUIT SLEEVE (8")(PVC)	678.30	-			
					1					1		EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ ELLIOT STREET)	678.40	-			
					1					1		EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ FLAT STREET)	678.40	-			
					1					1		EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ HIGH STREET)	678.40	-			
					25					25		EACH	SPECIAL PROVISION (PARKING METER POST)	900.620	-			
					1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ ELLIOT STREET)	900.620	-			
					1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ FLAT STREET)	900.620	-			
					1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ HIGH STREET)	900.620	-			
					1					1		EACH	SPECIAL PROVISION (REMOVE AND RESET USPS MAILBOX)	900.620	-			
					29					29		EACH	SPECIAL PROVISION (REMOVE PARKING METER POST)	900.620	-			

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000 (24)

FILE NAME: z08d044qty.xls
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
QUANTITY SHEET #2

PLOT DATE: 04/08/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 90 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL AND DRAINAGE SHEET

STATION	STATION	POS.	ASKEW	INLET/OUTLET TYPE		PIPE		ALLOWABLE OPTIONS			PIPE ELBOW	ES	CB	CON-VERT CB TO MH	DEPTH DI	CONC CLASS B	REINF STEEL	DI GRATE	CHAN ELEV	CRM	TRENCH EXCAVATION		GRAN BKFILL STRUCT	EROS MATT	STONE FILL		MARKER POSTS		REMARKS
			NO. DEG.	INLET	OUTLET	D IN	L FT	RCP CLASS	HDPE	CPEP SL	NO. DEG.	EA	EA	EA	FT	CY	LBS	TYPE	EA	CY	EARTH CY	ROCK CY	CY	SY	CY	TYPE	LT EA	RT EA	
US RTE. 5																													
8+11.7	8+10.6	RT-RT		DI	MH	8	~~6~~			X			1	1	~~5.5~~ 4			D			4.4 ~~16.7~~	0.4 ~~2.1~~	3.2 ~~9.6~~						EXISTING CB TO BE CONVERTED TO MH, NEW CB AND PIPE PROPOSED.
13+50.0		LT		DI	MH																								REHAB EXISTING DI, PROVIDE TYPE D GRATE, FRAME & GRATE IS INCIDENTAL TO REHAB.
																					5.0	1.9	5.4						
17+36.5	17+50.3	LT-LT		DI	MH	8	~~14~~			X			1	1	~~5~~ 3.5			D			~~19.9~~	~~3.4~~	~~8.3~~						EXISTING CB TO BE CONVERTED TO MH, NEW CB AND PIPE PROPOSED.
																					6.7	0.5	4.9						
17+40.7	17+43.1	RT-RT		DI		8	~~9~~ 10			X			1	1	~~4~~ 3.5			D			~~13.2~~	~~2.5~~	~~6.7~~						EXISTING CB TO BE CONVERTED TO MH, NEW CB AND PIPE PROPOSED.
																					3.8	0.9	5.0						
18+59.1	18+48.9	RT-RT		DI	MH	8	~~10~~ 6			X			1	1	4 3			D			~~13.8~~	~~3.1~~	~~6.7~~						EXISTING CB TO BE CONVERTED TO MH, NEW CB AND PIPE PROPOSED.
VT RTE. 119																													
																					4.4	1.0	3.7						
40+66.6	40+78.5	RT-RT		DI	MH	8	~~12~~ 8			X			1	1	~~5~~ 4			D			~~18.6~~	~~3.0~~	~~8.3~~						EXISTING CB TO BE CONVERTED TO MH, NEW CB AND PIPE PROPOSED.
VT RTE. 142																													
113+61.8		RT		DI																									REHAB EXISTING DI, PROVIDE TYPE D GRATE, FRAME & GRATE IS INCIDENTAL TO REHAB.
TOTALS							**51**	**CPEP (SL)**					**5**	**5**				**D=5**			**82.2**	**14.1**	**39.6**						

NEW CURBING

STATION	STATION	POS.	GRANITE LENGTH	CONC, TYPE B LENGTH	REMARKS
7+66.1	7+87.6	RT-RT	23.7		VERTICAL GRANITE CURB
7+74.1	7+93.9	LT-LT		16.8	PRECAST REINFORCED CONC. CURB, TYPE B
7+92.0	113+57.6	RT-LT	135.5		VERTICAL GRANITE CURB
8+79.9	8+88.4	LT-LT		4.8	PRECAST REINFORCED CONC. CURB, TYPE B
8+90.7	8+99.2	LT-LT		8.5	PRECAST REINFORCED CONC. CURB, TYPE B
9+07.9	9+19.1	RT-RT		14.4	PRECAST REINFORCED CONC. CURB, TYPE B
40+72.3	40+77.9	LT-LT		7.6	PRECAST REINFORCED CONC. CURB, TYPE B
10+70.5	10+80.8	LT-LT		10.8	PRECAST REINFORCED CONC. CURB, TYPE B
113+43.9	113+52.6	LT-LT	8.8		VERTICAL GRANITE CURB
113+59.4	41+30.7	LT-LT	19.6		VERTICAL GRANITE CURB
13+23.7	13+46.4	RT-RT	22.8		VERTICAL GRANITE CURB
13+50.7	13.97.8	RT-RT	46.7		VERTICAL GRANITE CURB
13+99.4	14+14.4	LT-LT		15.4	PRECAST REINFORCED CONC. CURB, TYPE B
14+00.8	14+23.6	RT-RT	25.6		VERTICAL GRANITE CURB
51+40.7	51.53.6	RT-RT		13.8	PRECAST REINFORCED CONC. CURB, TYPE B
51+39.4	51.45.2	LT-LT		6.3	PRECAST REINFORCED CONC. CURB, TYPE B
60+88.9	61+00.6	LT-LT		11.9	PRECAST REINFORCED CONC. CURB, TYPE B
17+29.3	71+33.3	LT-LT	55.2		VERTICAL GRANITE CURB
17+35.0	17+51.8	RT-RT		19.6	PRECAST REINFORCED CONC. CURB, TYPE B
17+55.7	18+34.0	RT-RT		77.6	PRECAST REINFORCED CONC. CURB, TYPE B
18+38.0	18+56.8	RT-RT		20.9	PRECAST REINFORCED CONC. CURB, TYPE B
22+37.2	22+45.9	RT-RT		8.7	PRECAST REINFORCED CONC. CURB, TYPE B
22+42.4	22+46.7	LT-LT		4.2	PRECAST REINFORCED CONC. CURB, TYPE B
22+50.7	22+56.7	LT-LT		6.0	PRECAST REINFORCED CONC. CURB, TYPE B
23+65.1	23+70.5	LT-LT		9.0	PRECAST REINFORCED CONC. CURB, TYPE B
90+24.4	90+31.4	RT-RT	7.0		VERTICAL GRANITE CURB
90+21.3	90+26.5	LT-LT	5.2		VERTICAL GRANITE CURB
127+68.6	127+79.3	LT-LT		10.7	PRECAST REINFORCED CONC. CURB, TYPE B
TOTALS			**350.1**	**266.8**	

SEE CALC. BINDER SPREADSHEET

EXISTING CURBING

STATION	STATION	POS.	LENGTH REMOVAL	LENGTH REMOVE & RESET	REMARKS
113+14.7	113+62.0	RT-RT		81.4	REMOVING AND RESETTING CURB
7+66.1	113+43.9	RT-LT	170.6		REMOVAL OF EXISTING CURB
7+74.1	7+93.9	LT-LT	16.7		REMOVAL OF EXISTING CURB
8+76.1	8+79.9	LT-LT		4.0	REMOVING AND RESETTING CURB
8+79.9	8+99.2	LT-LT	18.1		REMOVAL OF EXISTING CURB
9+19.1	40+77.9	RT-LT	26.3		REMOVAL OF EXISTING CURB
10+70.5	10+80.8	RT-RT	10.6		REMOVAL OF EXISTING CURB
10+75.8	10+81.8	RT-RT		6.0	REMOVING AND RESETTING CURB
10+85.8	10+91.8	LT-LT		6.0	REMOVING AND RESETTING CURB
11+16.8	11+22.9	RT-RT		6.0	REMOVING AND RESETTING CURB
11+26.9	11+32.9	RT-RT		6.0	REMOVING AND RESETTING CURB
11+28.5	11+47.4	LT-LT		19.4	REMOVING AND RESETTING CURB
12+60.8	13+40.1	LT-LT		80.0	REMOVING AND RESETTING CURB
13+23.7	14+23.6	RT-RT	96.4		REMOVAL OF EXISTING CURB
13+99.4	14+14.4	LT-LT	15.6		REMOVAL OF EXISTING CURB
51+40.7	51+53.6	RT-RT	13.3		REMOVAL OF EXISTING CURB
51+39.4	51+45.2	LT-LT	11.8		REMOVAL OF EXISTING CURB
60+88.9	61+00.6	LT-LT	11.9		REMOVAL OF EXISTING CURB
61+13.3	61.24.8	RT-RT		11.5	REMOVING AND RESETTING CURB
15+91.7	17+29.0	LT-LT		162.8	REMOVING AND RESETTING CURB
17+29.0	17+33.3	LT-LT	46.8		REMOVAL OF EXISTING CURB
17+35.0	18+56.8	RT-RT	121.4		REMOVAL OF EXISTING CURB
18+37.1	18+42.5	LT-LT		6.4	REMOVING AND RESETTING CURB
71+23.0	71+33.3	RT-RT		10.4	REMOVING AND RESETTING CURB
71+12.7	71+17.5	LT-LT		6.0	REMOVING AND RESETTING CURB
22+37.2	22+45.9	RT-RT	8.7		REMOVAL OF EXISTING CURB
22+42.4	22+56.7	LT-LT	14.3		REMOVAL OF EXISTING CURB
22+49.9	22+58.2	RT-RT		8.3	REMOVING AND RESETTING CURB
23+61.5	23+70.5	LT-LT	9.0		REMOVAL OF EXISTING CURB
23+66.3	23+72.2	RT-RT		6.0	REMOVING AND RESETTING CURB
23+77.2	23+83.2	RT-RT		6.0	REMOVING AND RESETTING CURB
127+68.6	127+79.9	LT-LT	10.7		REMOVAL OF EXISTING CURB
127+70.9	127+78.4	RT-RT		7.5	REMOVING AND RESETTING CURB
128+13.8	128+18.6	RT-RT		7.3	REMOVING AND RESETTING CURB
80+74.3	80+95.3	RT-RT		22.0	REMOVING AND RESETTING CURB
80+85.7	80+95.7	LT-LT		10.0	REMOVING AND RESETTING CURB
TOTALS			**602.1**	**473.0**	

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

BEGIN STATION	END STATION	POSITION		AREA SF	AREA SY	
7+74.1	8+01.0	LT	LT	120.7	~~13.4~~	33.70
7+86.0	113+43.9	RT	LT	1860.4	~~206.7~~	215.93
~~8+76.1~~ 8+50	~~8+99.2~~	LT	LT	109.5	~~12.2~~	22.8
~~113+14.7~~ 112+76	113+73.0	RT	RT	326.5	~~36.3~~	68.11
~~40+77.9~~ • COD	~~9+19.1~~	LT	LT	128.1	14.2	
10+70.5	51+40.7	LT	RT	180.2	~~20.0~~	98.8
~~10+75.8~~ 10+60	~~10+91.8~~	RT	RT	131.0	14.6	79.46
~~11+16.8~~	11+32.9	RT	RT	136.0	15.1	51.48
13+23.7	14+23.6	RT	RT	735.1	~~81.7~~	106.23
~~13+28.3~~ 12+30	61+13.3	RT	RT	865.0	~~96.1~~	22.35
51+39.4	11+47.4	LT	LT	205.4	22.8	203
60+88.9	14+14.4	LT	LT	259.3	28.8	204.75
15+91.7	71+12.9	LT	RT	2230.0	247.8	135.21
17+35.0	18+56.5	RT	RT	1024.4	113.8	40.74
71+04.0	18+50.2	LT	RT	244.4	~~27.2~~	14.87
22+42.2	26+56.7	LT	LT	95.3	10.6	27.96
22+37.3	22+58.2	RT	RT	152.3	16.9	21.31
23+61.5	80+74.3	LT	RT	220.2	24.5	14.29
23+66.2	23+83.2	RT	RT	121.3	13.5	9.06
127+70.9	90+31.3	RT	RT	121.1	13.5	12.86
80+85.7	127+79.3	LT	LT	139.1	15.5	8.19
90+26.5	128+18.6	LT	RT	40.1	4.5	
20+67 • PAID WITH COD CHURCH	20+91	RT	RT		41.2	
10+25 ARCH 5	10+48	RT	RT		28.18	
TOTALS				**9945.1**	**1049.5**	

UNDERDRAIN

BEGIN STATION	END STATION	POSITION	TYPE	DIA IN.	LENGTH FT	TRENCH EARTH CY.	TRENCH ROCK CY.	GRAN BKFILL CF	FB EA	MRK. POST EA
TOTALS										

PROJECT NAME: **BRATTLEBORO**
PROJECT NUMBER: **STP 2000 (24)**

FILE NAME: **z08d044engitemdrain.xls**
PROJECT LEADER: **K. UPMAL**
DESIGNED BY: **B. SABEAN**
ITEM DETAIL AND DRAINAGE SHEET

PLOT DATE: **03/12/2010**
DRAWN BY: **B. SABEAN**
CHECKED BY: **D. SPENCER**
SHEET **91** OF **163**

STATE OF VERMONT
AGENCY OF TRANSPORTATION

EARTHWORKS

VOLUME OF COMMON EXCAVATION AND SOLID ROCK EXCAVATION REQUIRED WITHIN THE AREAS OF NARROWING AND SIDEWALK CONSTRUCTION IS CALCULATED BY THE DEPTH OF EXCAVATION REQUIRED MULTLIPLIED BY THE AREA OF EXCAVATION.

STATION	DIST	TOTAL EXCAVATION EARTH AND ROCK AREA S.F.	TOTAL EXCAVATION EARTH AND ROCK VOLUME C.Y.	ROCK EXCAVATION AREA S.F.	ROCK EXCAVATION VOLUME C.Y.	EMBANKMENT AREA S.F.	EMBANKMENT VOLUME C.Y.	AREA S.F.	VOLUME C.Y.
	FT.								

AREAS OF NARROWING

REMOVAL OF EXISTING PAVEMENT (COMMON EXCAVATION)

	AREA SF	DEPTH * IN	VOL CY
US RTE 5 7+66.1 RT - VT RTE 142 113+43.9 LT=	1056	5	16
VT RTE 142 113+14.7 RT - 113+73.0 RT=	108	5	2
US RTE 5 13+23.7 RT - 14+23.6 RT=	692	10	21
US RTE 5 17+35.0 RT - 18+56.5 RT=	1035	7	23
US RTE 5 17+36.8 LT - 17+79.1 LT=	143	7	3
	3034		64

* DEPTH ARE BASED ON THE BORING LOGS.

REMOVAL OF CONCRETE BASE (SOLID ROCK EXCAVATION)

AVERAGE THICKNESS OF CONCRETE =	1.0	FT (FROM BORING LOGS)	
AREA OF EXCAVATION =	3034	SF	
VOLUME OF SOLID ROCK EXCAVATION =	3034	CF	112 CY

AREAS OF NO CHANGE IN WIDTH

REMOVAL OF SIDEWALK (COMMON EXCAVATION)

	AREA SF	DEPTH * IN	VOL CY
US RTE 5 7+74.1 LT - 8+01.0 LT=	121	11	4
US RTE 5 7+66.0 RT - VT RTE 142 113+43.9 LT=	804	11	27
US RTE 5 8+76.1 LT - 8+99.2 LT=	109	11	4
VT RTE 142 113+14.7 RT - 113+73.0 RT=	219	11	7
VT RTE 119 40+77.9 LT - US RTE 5 9+19.1 RT=	128	11	4
US RTE 5 10+70.5 LT - FLAT ST. 51+40.7 RT=	180	11	6
US RTE 5 10+75.8 RT - 10+91.8 RT=	131	11	4
US RTE 5 11+16.8 RT - 11+32.9 RT=	136	11	5
US RTE 5 13+28.3 LT - ELLIOT ST. 61+13.3 RT=	865	11	29
FLAT ST. 51+39.4 LT - US RTE 5 11+47.4 LT=	205	11	7
ELLIOT ST. 60+88.9 LT - US RTE 5 14+14.4 LT=	259	11	9
US RTE 5 15+91.7 LT - VT RTE 9 71+12.9 RT=	2230	11	76
VT RTE 9 71+04.0 LT - US RTE 5 18+50.2 LT=	244	11	8
US RTE 5 22+42.4 LT - 22+56.7 LT=	95	11	3
US RTE 5 22+37.2 RT - 22+58.2 RT=	152	11	5
US RTE 5 23+61.5 LT - GROVE ST. 80+74.3 RT=	220	11	7
US RTE 5 23+66.2 RT - 23+83.2 RT=	121	11	4
US RTE 5 127+70.9 RT-HARRIS PL. 90+31.3 RT=	121	11	4
GROVE ST. 80+85.7 LT -US RTE 5 127+79.3 LT=	139	11	5
HARRIS PL. 90+26.5 LT -US RTE 5 128+18.6 RT=	40	11	1
			221

* DEPTH IS BASED ON 5 INCH OF SIDEWALK AND 6 INCH OF SUBBASE

AREAS OF WIDENING

FULL DEPTH CONSTRUCTION (COMMON EXCAVATION)

	AREA SF	DEPTH * IN	VOL CY
US RTE 5 12+60 LT - US RTE 5 13+50 LT	121	31	12
US RTE 5 15+91 LT - US RTE 5 17+35 LT	162	31	16
	283		27

* DEPTH IS BASED ON 7 INCH OF EXISTING CURB REVEAL AND 24 INCH FULL DEPTH

CURB SETTING

VERTICAL GRANITE CURB USED =	350	FT
REINFORCED CONCRETE CURB USED =	267	FT
CURB REMOVE AND RESET =	473	FT
TOTAL CURBING USED IN THE PROJECT =	1090	FT

FROM TYPICAL SECTION

WIDTH OF EXCAVATION =	2	FT	
DEPTH OF COMMON EXCAVATION =	1	FT	
DEPTH OF SOLID ROCK EXCAVATION =	1	FT	
AREA OF EXCAVATION FOR CURB SETTING =	2180	SF	
VOLUME OF COMMON EXCAVATION =	2180	CF	81 CY
VOLUME OF SOLID ROCK EXCAVATION =	2180	CF	81 CY

TOTALS

COMMON EXCAVATION =	393	CY
SOLID ROCK EXCAVATION =	193	CY

SUMMARY AND BALANCES

STATION TO STATION	TOT EXC. EARTH & ROCK C.Y.	ROCK EXCAV C.Y.	EMBANK C.Y.	EXCESSES CUT	EXCESSES FILL	ACUMULATIVE EXCESSES CUT	ACUMULATIVE EXCESSES FILL
NARROWING	176	112					
NO CHANGE IN WIDTH	221						
WIDENING	27						
CURB SETTING	162	81					
TOTALS	586	193					

REMARKS

EARTH AND ROCK EXCAVATION	586	
SOLID ROCK EXCAVATION	193	
EARTH EXCAVATION	393	
PLANIMETERED FILL		
LESS FACTORED SOLID ROCK		
LESS DISPLACEMENT OF ANY LARGE STRUCTURES		
NET PLANIMETERED FILL		
FACTOR		
PLANIMETERED FILL INCLUDING FACTOR		
MATERIALS AVAILABLE FOR FILLS		
EARTH EXCAVATION	393	
CHANNEL EXCAVATION		
UNDERDRAIN EXCAVATION		
STRUCTURE EXCAVATION		
TOTAL MATERIAL AVAILABLE FOR FILL	393	
TOTAL FILL INCLUDING FACTOR		
TOTAL MATERIAL FOR FILL		
BORROW		
EXCESS EXCAVATION	393	

PROJECT NAME: **BRATTLEBORO**
PROJECT NUMBER: **STP 2000 (24)**

FILE NAME: **z08d044earthwork.xls**
PROJECT LEADER: **K. UPMAL**
DESIGNED BY: **A. ACHARYA**
EARTHWORK SHEET

PLOT DATE: **12/7/2009**
DRAWN BY: **A. ACHARYA**
CHECKED BY: **D. SPENCER**
SHEET **92** OF **163**

GPS CONTROL POINTS

HVCTRL #1

NORMS MARINA

NORTH = 127076.872
EAST = 1627293.409
ELEV. = 328.083

HINSDALE, NEW HAMPSHIRE. TO REACH FROM THE JUNCTION OF VT ROUTE 9 AND VT ROUTE 119 IN BRATTLEBORO, VT PROCEED EASTERLY ALONG VT ROUTE 119 CROSSING OVER THE CONNECTICUT RIVER FOR 0.5 MI. (0.8 KM) TURN RIGHT AT NORMS MARINA AND PROCEED SOUTHERLY, TO THE RIGHT OF AN AUTO BODY SHOP AND ALONG THE CONNECTICUT RIVER TO THE MARK ON THE RIGHT. THE MARK IS SET IN THE TOP OF THE NORTHWEST CORNER OF A 4 FT (1.2 M) X 4 FT (1.2 M) X 4 FT (1.2 M) CONCRETE MASS FOR BOAT DOCKS. IT IS THE SECOND CONCRETE PAD SOUTH OF A PAVED BOAT LAUNCH. IT IS LOCATED 42 FT (12.8 M) SOUTH OF A 18 INCH MAPLE AND 33 FT (10.1 M) NORTHWEST OF A 12 INCH WHITE BIRCH.

HVCTRL #2

RIVER VIEW

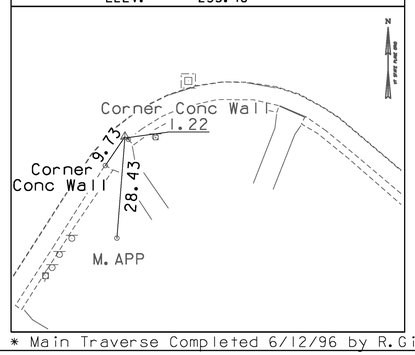
NORTH = 128146.942
EAST = 1625392.806
ELEV. = 239.570

BRATTLEBORO, VT. TO REACH FROM THE JUNCTION OF VT ROUTE 9 AND VT ROUTE 119 IN BRATTLEBORO PROCEED EASTERLY ALONG VT ROUTE 119 FOR 0.10 MI (0.16 KM) TO A BRIDGE OVER THE CONNECTICUT RIVER AND THE MARK ON THE LEFT. THE MARK IS SET ON THE NORTH SIDE OF THE WESTERLY ABUTMENT BEFORE THE WOODEN WALK. IT IS 14.4 FT (4.4 M) NNW OF THE CENTERLINE OF VT ROUTE 119, 14.4 FT (4.4 M) ENE OF POLE 172 AND 8.4 FT (2.6 M) SSE OF THE SOUTHEAST CORNER OF A BUILDING (RIVERVIEW RESTAURANT) .

TRAVERSE TIES

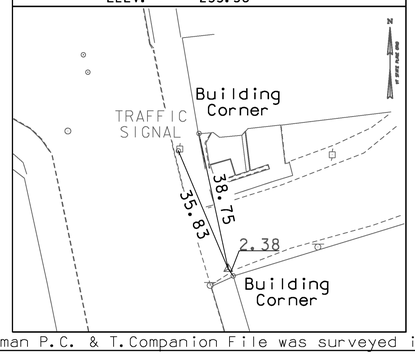
HVCTRL #3

NORTH = 127827.98
EAST = 1625053.40
ELEV. = 253.48



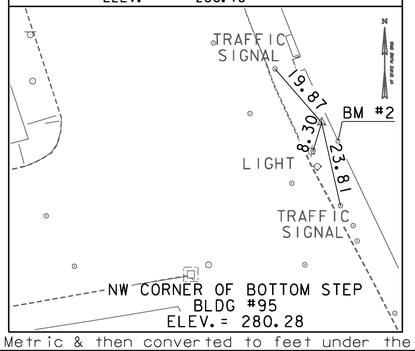
HVCTRL #4

NORTH = 128022.67
EAST = 1624995.00
ELEV. = 255.56



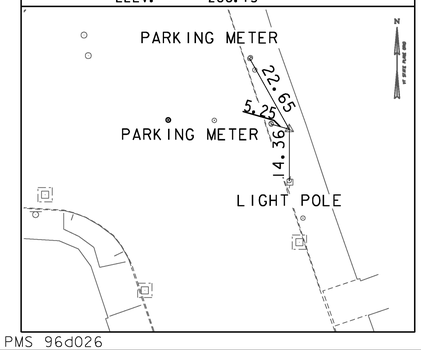
HVCTRL #5

NORTH = 128355.39
EAST = 1624899.13
ELEV. = 280.18



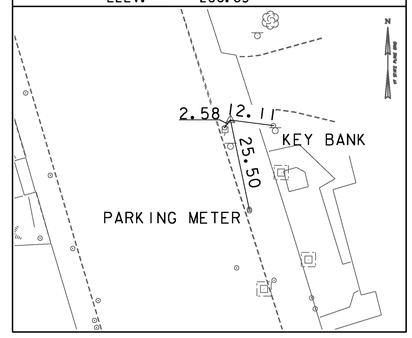
HVCTRL #6

NORTH = 128731.34
EAST = 1624758.27
ELEV. = 286.73



HVCTRL #20

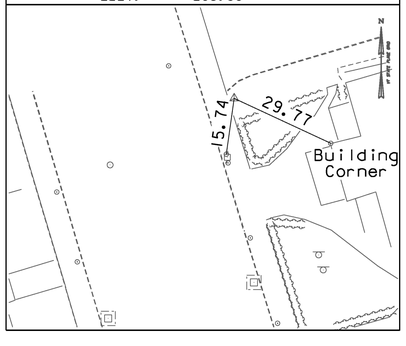
NORTH = 128935.97
EAST = 1624691.23
ELEV. = 286.65



* Main Traverse Completed 6/12/96 by R.Gilman P.C. & T.Companion File was surveyed in Metric & then converted to feet under the PMS 96d026

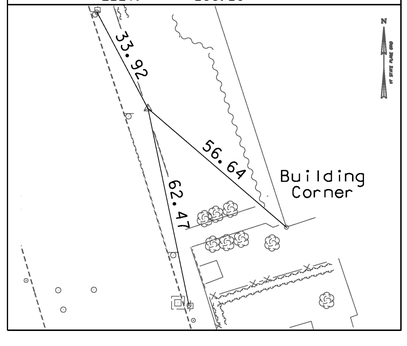
HVCTRL #21

NORTH = 129102.34
EAST = 1624644.48
ELEV. = 285.99



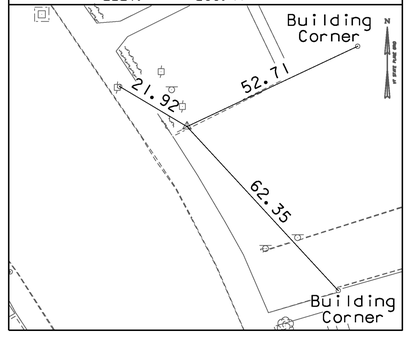
HVCTRL #22

NORTH = 129309.17
EAST = 1624579.77
ELEV. = 286.28



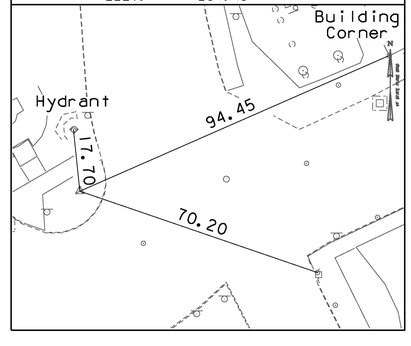
HVCTRL #23

NORTH = 129488.95
EAST = 1624510.45
ELEV. = 288.41



HVCTRL #24

NORTH = 129676.33
EAST = 1624326.65
ELEV. = 294.45



DATUM

VERTICAL NAVD 88
HORIZONTAL NAD 83 (92)
ADJUSTMENT Compass

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

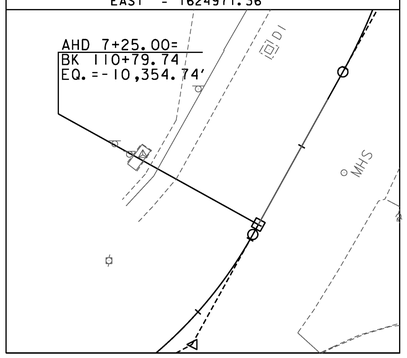
FILE NAME: z08d044t1.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: VAOT
TIE SHEET 1

PLOT DATE: 3/16/2010
DRAWN BY: R. BULLOCK
CHECKED BY: D. SPENCER
SHEET 93 OF 163

ALIGNMENT TIES

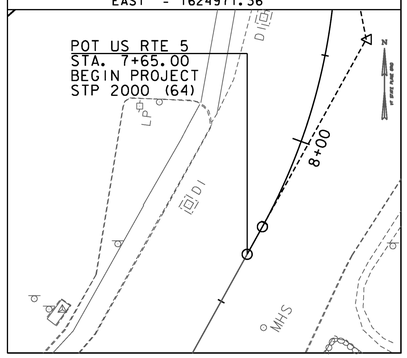
US RTE 5 POT STA. 7+25.00

NORTH = 127755.84
EAST = 1624971.36



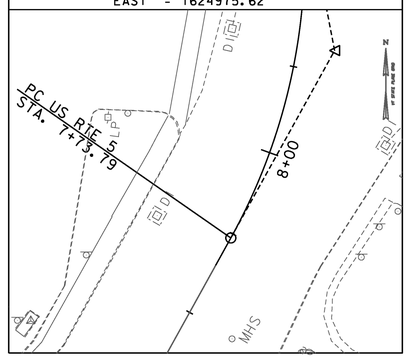
US RTE 5 POT STA. 7+65.00

NORTH = 127755.84
EAST = 1624971.36



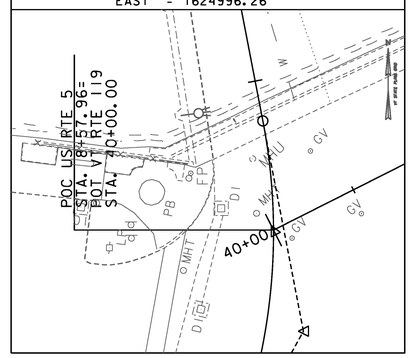
US RTE 5 PC STA. 7+73.79

NORTH = 127763.53
EAST = 1624975.62



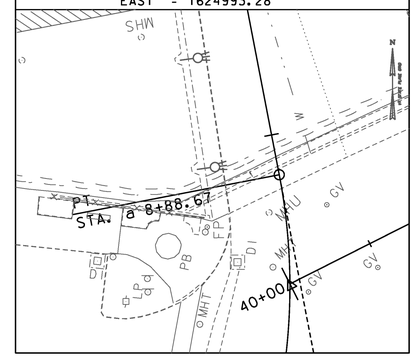
US RTE 5 POC STA. 8+57.96= VT RTE 119 POT STA. 40+00.00

NORTH = 127844.19
EAST = 1624996.26



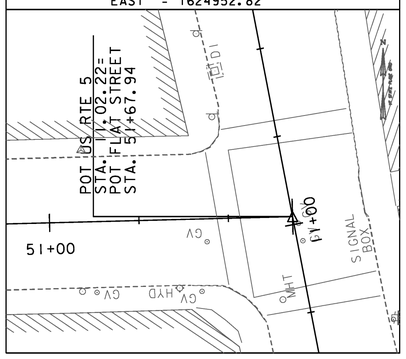
US RTE 5 PT STA. 8+88.67

NORTH = 127874.71
EAST = 1624993.28



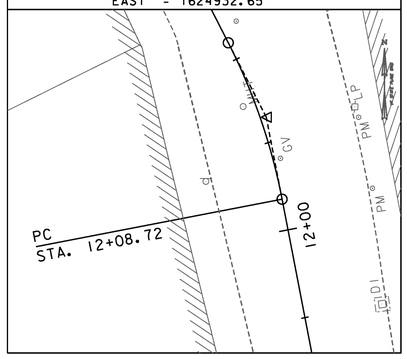
US RTE 5 POT STA. 11+02.22= FLAT STREET POT STA. 51+67.94

NORTH = 128084.40
EAST = 1624952.82



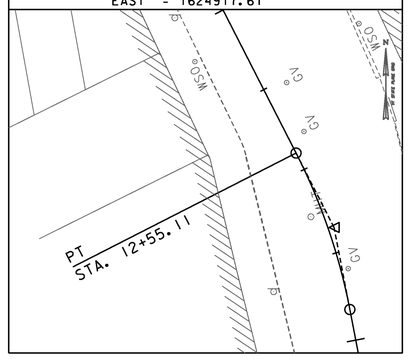
US RTE 5 PC STA. 12+08.72

NORTH = 128188.97
EAST = 1624932.65



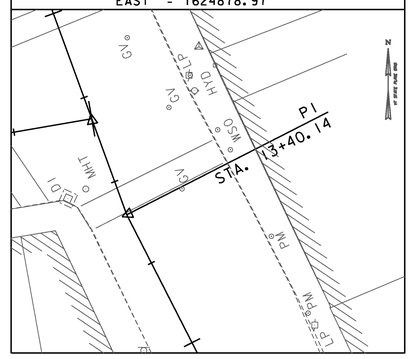
US RTE 5 PT STA. 12+55.11

NORTH = 128232.69
EAST = 1624917.61



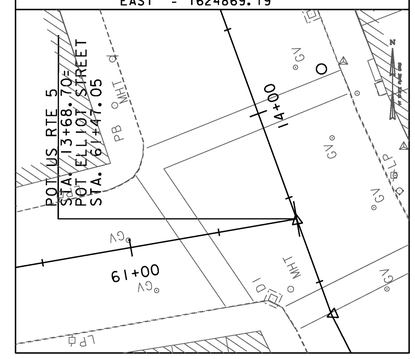
US RTE 5 PI STA. 13+40.14

NORTH = 128308.43
EAST = 1624878.97



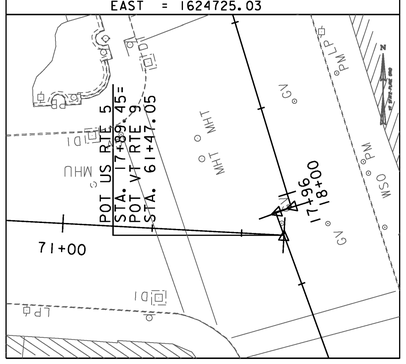
US RTE 5 POT STA. 13+68.70= ELLIOT STREET POT STA. 61+47.05

NORTH = 128335.27
EAST = 1624869.19



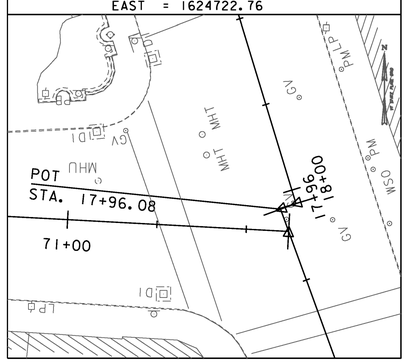
US RTE 5 POT STA. 17+89.45= VT RTE 9 POT STA. 71+61.86

NORTH = 128730.55
EAST = 1624725.03



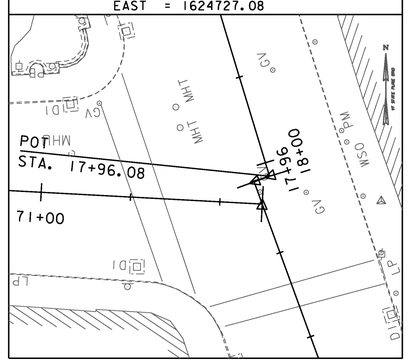
US RTE 5 POT STA. 17+96.08

NORTH = 128736.77
EAST = 1624722.76



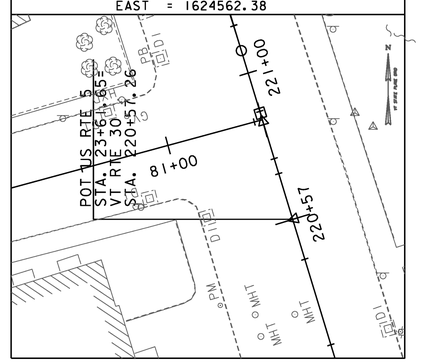
US RTE 5 POT STA. 17+96.08

NORTH = 128738.35
EAST = 1624727.08



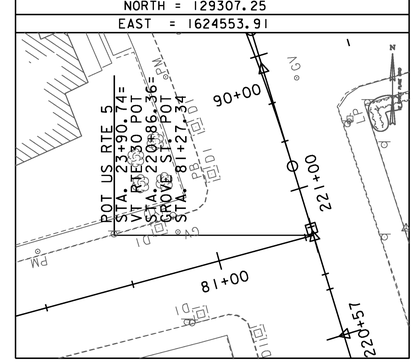
US RTE 5 POT STA. 23+61.65= VT RTE 30 POT STA. 220+57.26

NORTH = 129279.41
EAST = 1624562.38



US RTE 5 POT STA 23+90.74= VT RTE 30 POT STA. 220+86.36= GROVE STREET POT STA. 81+27.34

NORTH = 129307.25
EAST = 1624553.91



DATUM

VERTICAL NAVD88

HORIZONTAL NAD 83(92)

ADJUSTMENT

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

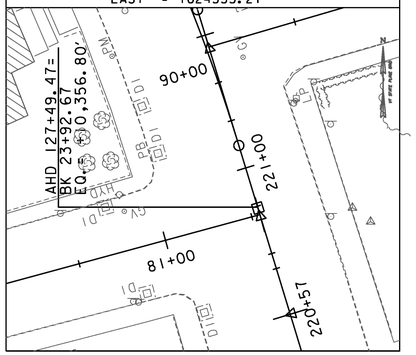
FILE NAME: z08d044t1.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: VAOT
TIE SHEET 2

PLOT DATE: 3/16/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 94 OF 163

ALIGNMENT TIES

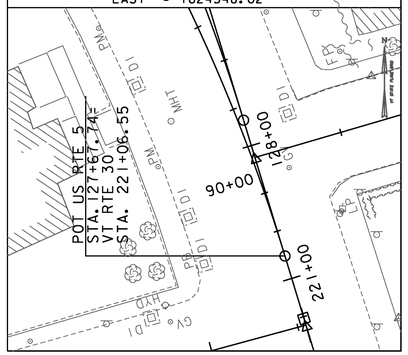
AHD 127+49.47= BK 23+92.67

NORTH = 129309.34
EAST = 1624553.27



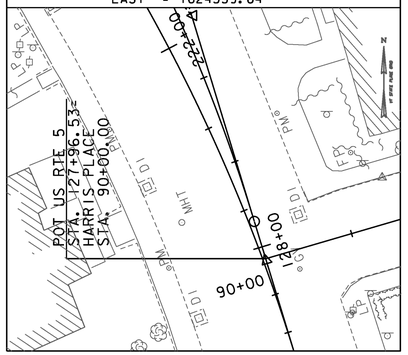
US RTE 5 POT STA. 127+67.74= VT RTE 30 PC STA. 221+06.55

NORTH = 129326.57
EAST = 1624548.02



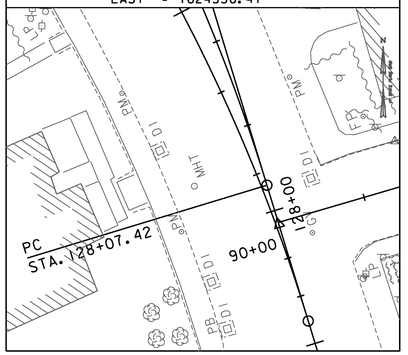
US RTE 5 POT STA. 127+96.53= HARRIS PLACE POT STA. 90+00.00

NORTH = 129354.11
EAST = 1624539.64



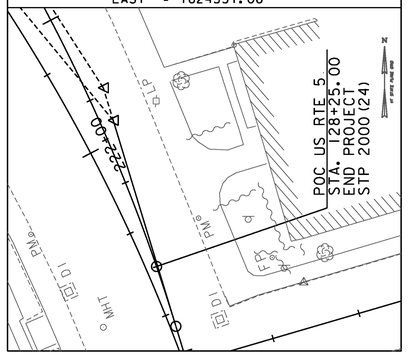
US RTE 5 PC STA. 128+07.42

NORTH = 129364.53
EAST = 1624536.47



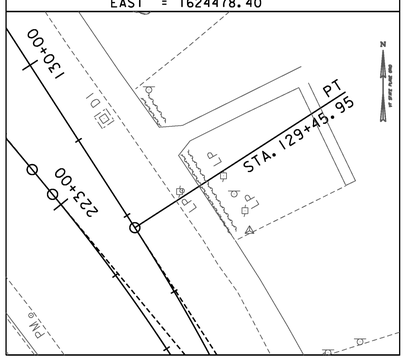
US RTE 5 POC STA. 128+25.00

NORTH = 129381.26
EAST = 1624531.06



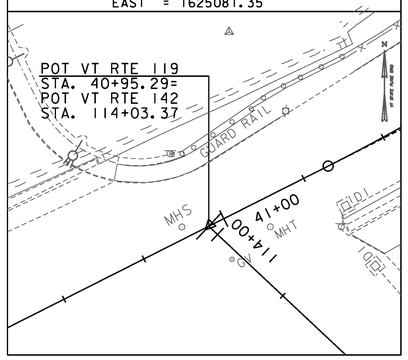
US RTE 5 PT STA. 129+45.95

NORTH = 129489.81
EAST = 1624478.40



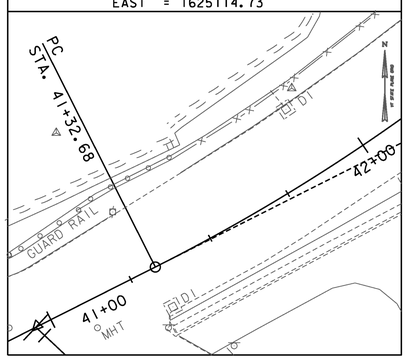
VT RTE 119 POT STA. 40+95.29= VT RTE 142 POT STA. 114+03.37

NORTH = 127887.09
EAST = 1625081.35



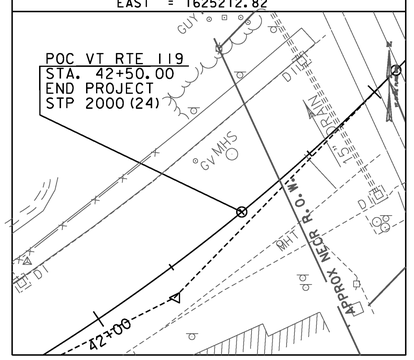
VT RTE 119 PC STA. 41+32.68

NORTH = 127903.92
EAST = 1625114.73



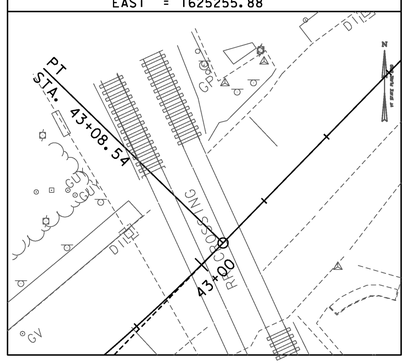
VT RTE 119 POC STA. 42+50.00

NORTH = 127967.86
EAST = 1625212.82



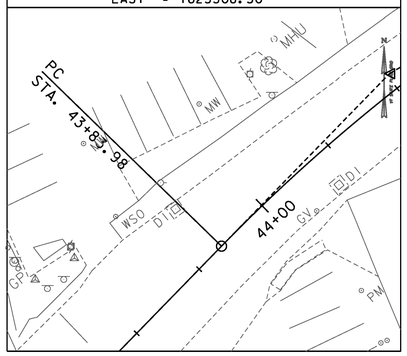
VT RTE 119 PT STA. 43+08.54

NORTH = 128007.47
EAST = 1625255.88



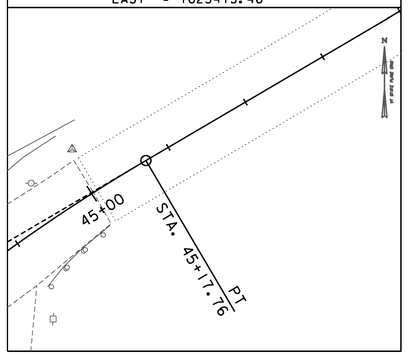
VT RTE 119 PC STA. 43+83.98

NORTH = 128061.52
EAST = 1625308.50



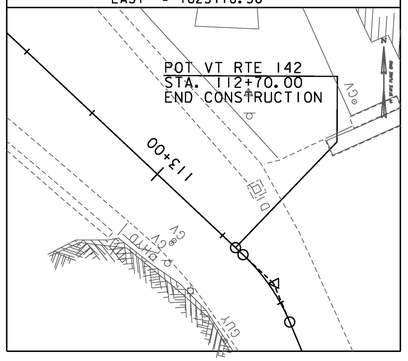
VT RTE 119 PT STA. 45+17.76

NORTH = 128143.83
EAST = 1625413.46



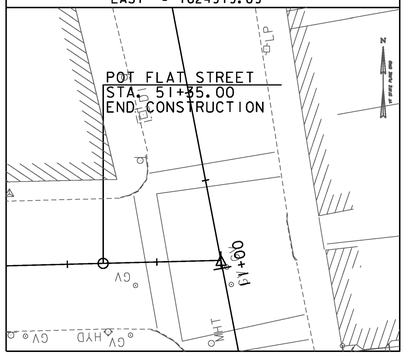
VT RTE 142 POT STA. 112+70.00

NORTH = 127795.78
EAST = 1625178.56



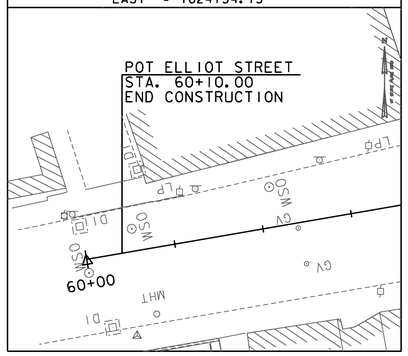
FLAT ST. POT STA. 51+35.00

NORTH = 128083.55
EAST = 1624919.89



ELLIOT ST. POT STA. 60+10.00

NORTH = 128311.94
EAST = 1624734.13



DATUM

VERTICAL NAVD88

HORIZONTAL NAD 83(92)

ADJUSTMENT

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

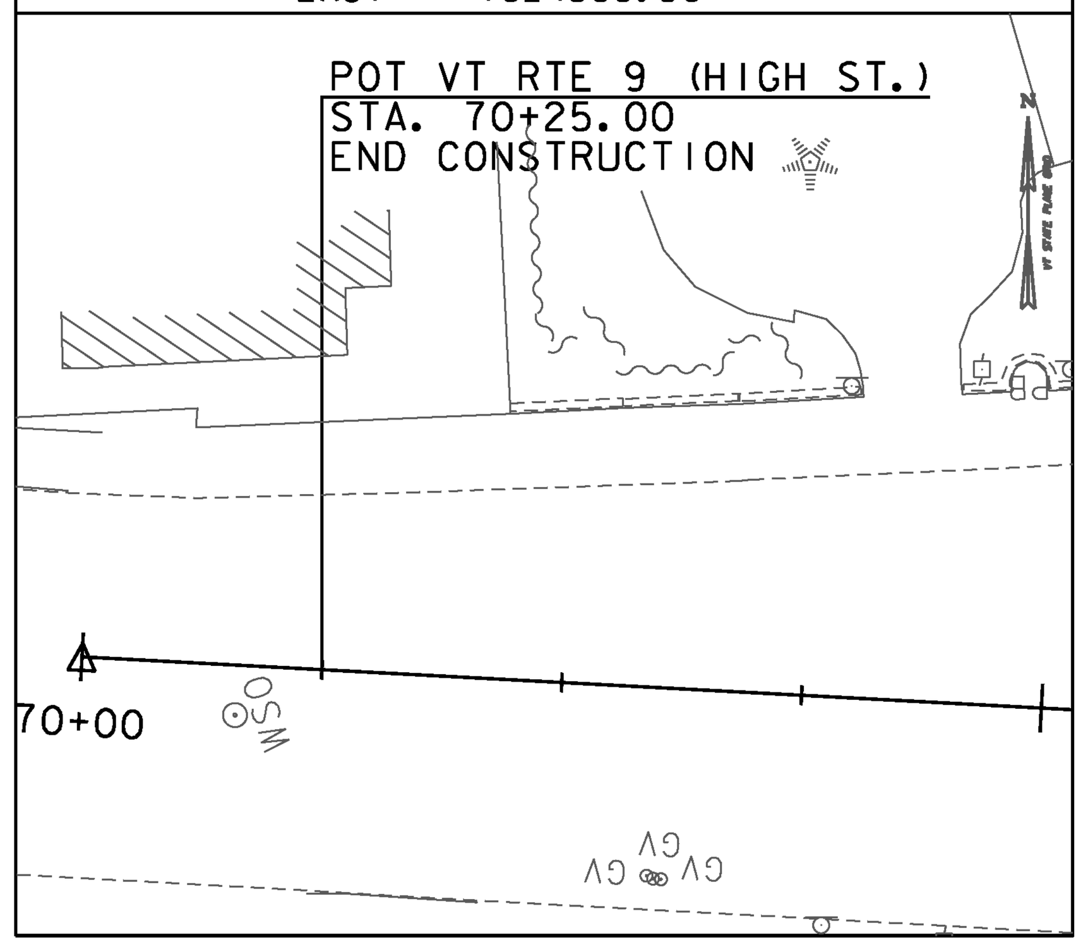
FILE NAME: z08d044t1.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: VAOT
TIE SHEET 3

PLOT DATE: 4/8/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 95 OF 163

VT RTE 9 POT STA. 70+25.00

NORTH = 128737.85

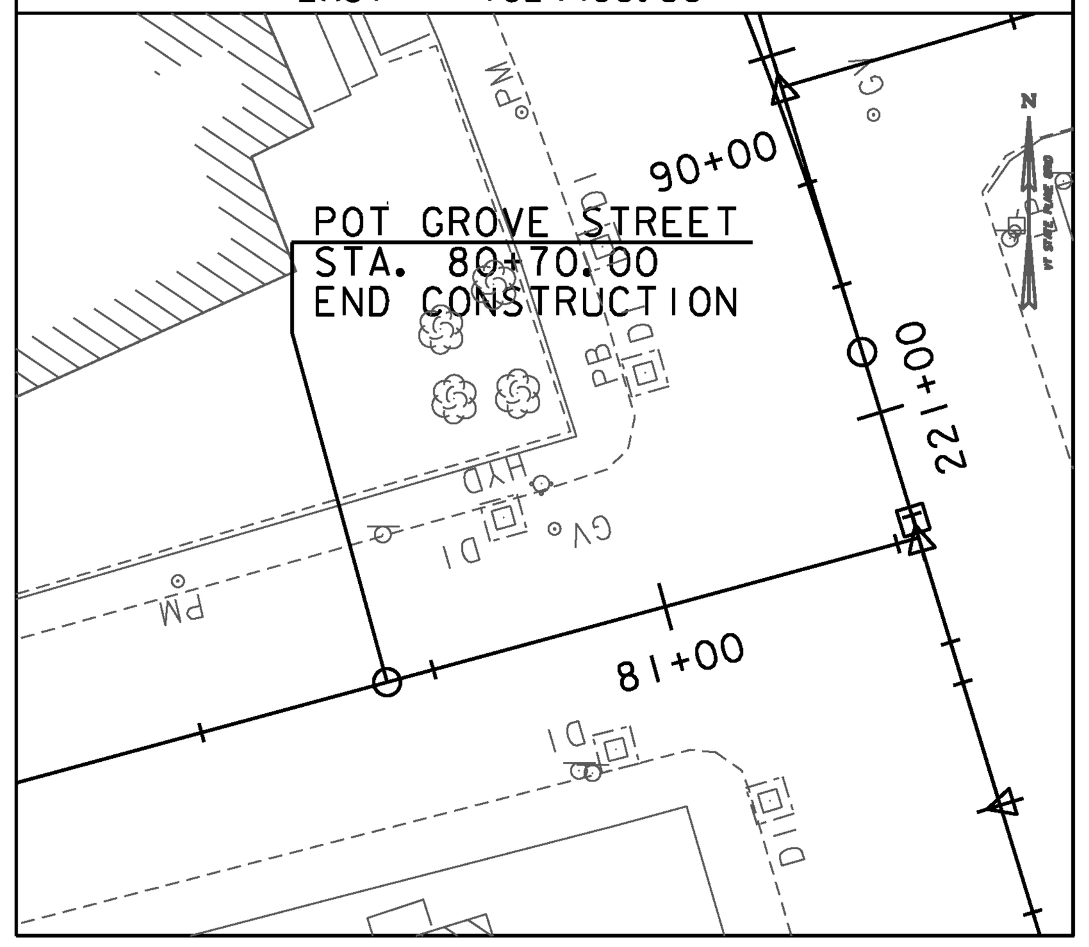
EAST = 1624588.36



GROVE ST. POT STA. 80+70.00

NORTH = 129292.22

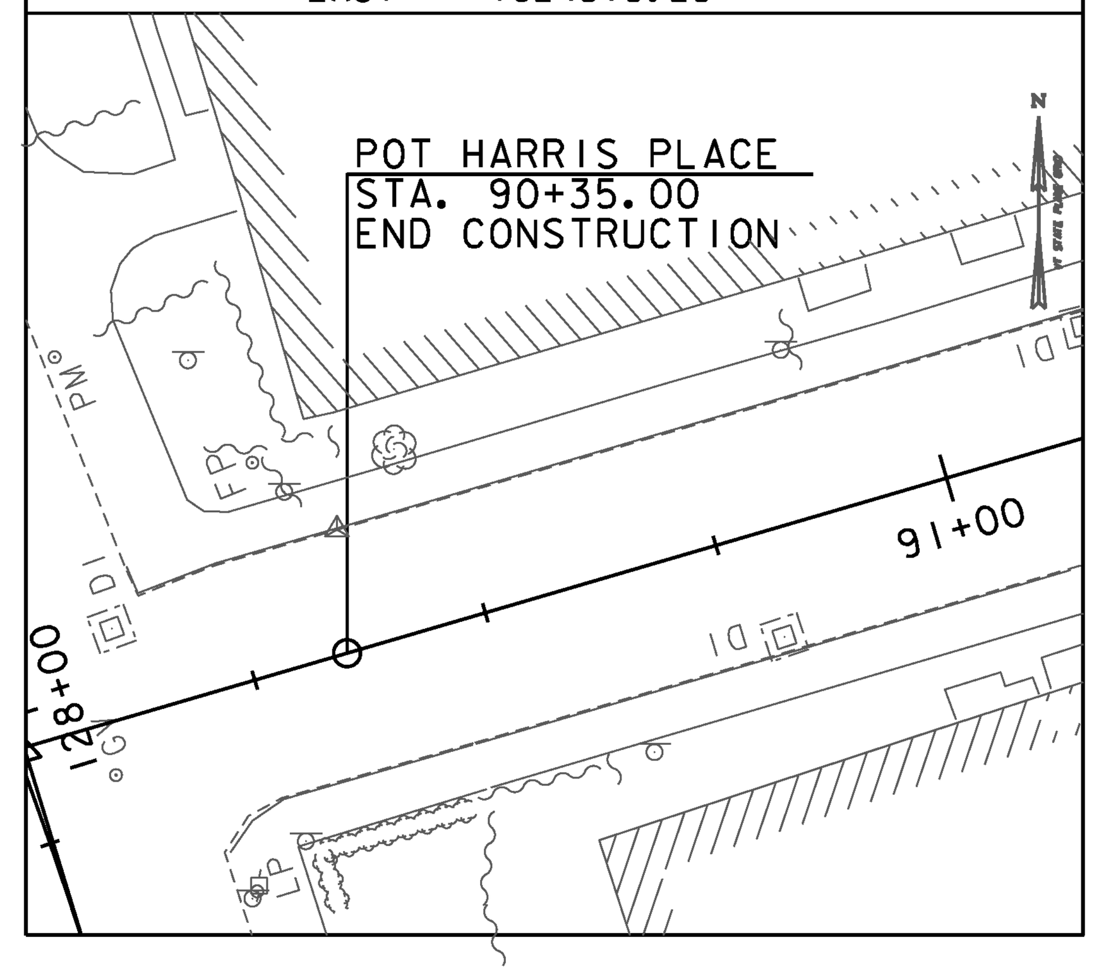
EAST = 1624498.58



HARRIS PL. POT STA. 90+35.00

NORTH = 129363.94

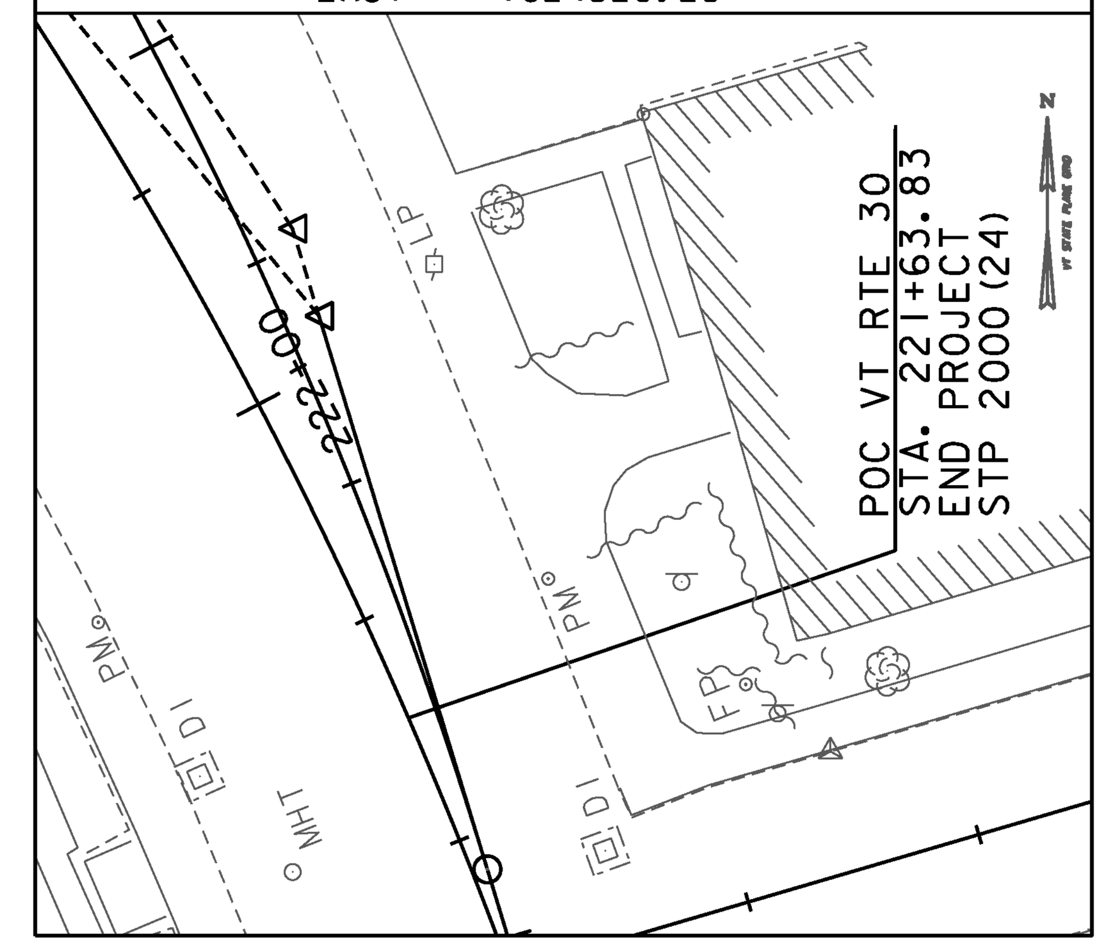
EAST = 1624573.23



VT RTE 30 POC STA.221+63.83

NORTH = 129380.29

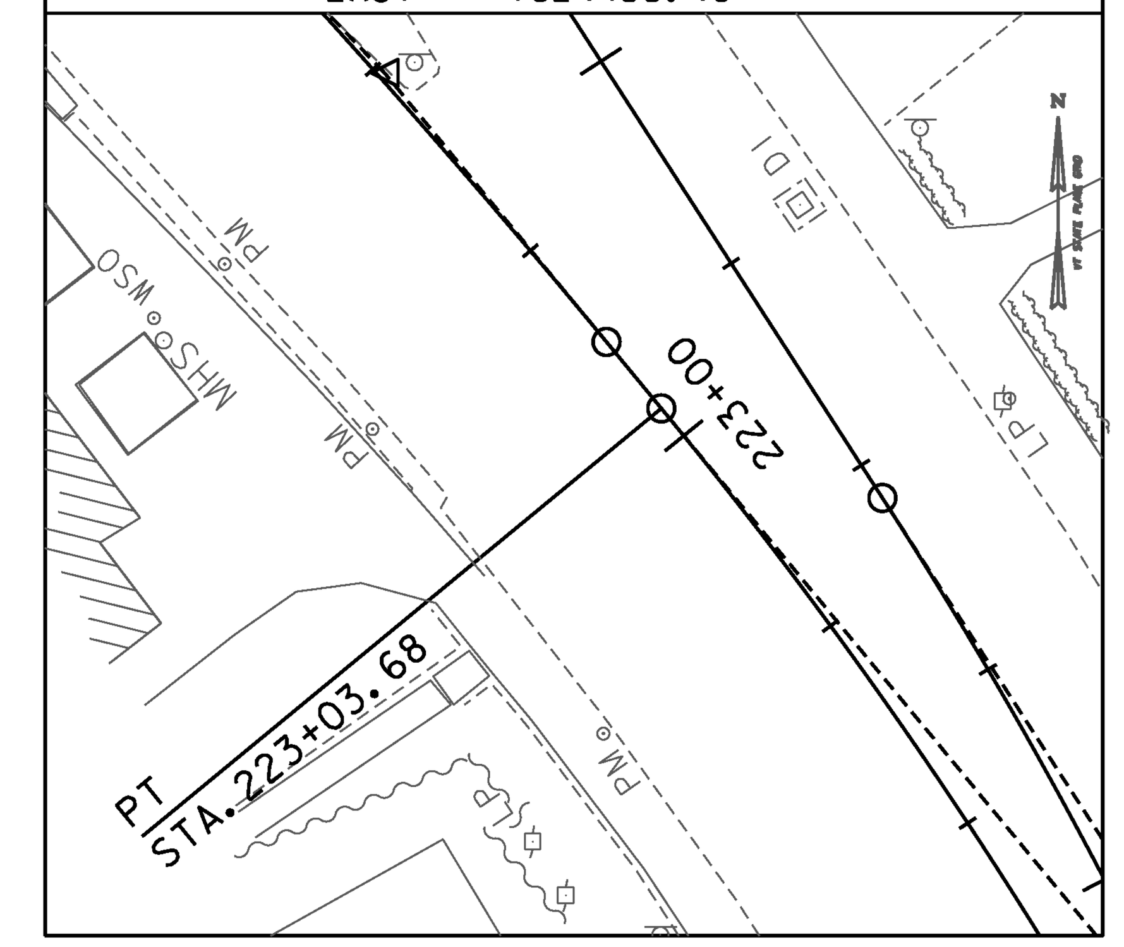
EAST = 1624528.25



VT RTE 30 PT STA. 223+03.68

NORTH = 129499.14

EAST = 1624455.40



ALIGNMENT TIES

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83(92)
ADJUSTMENT	

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044ti.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: VAOT
TIE SHEET 4

PLOT DATE: 4/8/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 96 OF 163

LABEL	BEGIN STA.	BEGIN OFFSET (FT)	END STA.	END OFFSET (FT)	RADIUS (FT)	LENGTH (FT)
L1	US RTE. 5 SOUTH 7+66.04 RT	26.31	US RTE. 5 SOUTH 7+87.56 RT	24.36	NA	23.68
L2	US RTE. 5 SOUTH 7+91.96 RT	24.29	US RTE. 5 SOUTH 7+94.25 RT	24.31	NA	2.63
C1	US RTE. 5 SOUTH 7+94.25 RT	24.31	US RTE. 5 SOUTH 8+11.90 RT	20.27	188.04	20.27
C2	US RTE. 5 SOUTH 8+11.90 RT	20.27	VT RTE. 119 (BRIDGE ST.) 40+56.35 RT	28.66	82.19	71.45
C3	VT RTE. 119 (BRIDGE ST.) 40+56.35 RT	28.66	VT RTE. 119 (BRIDGE ST.) 40+92.97 RT	49.61	46.88	43.77
C4	VT RTE. 119 (BRIDGE ST.) 40+95.50 RT	53.92	VT RTE. 119 (BRIDGE ST.) 40+96.08 RT	55.07	46.88	1.28
L3	VT RTE. 119 (BRIDGE ST.) 40+96.08 RT	55.07	VT RTE. 119 (BRIDGE ST.) 40+99.31 RT	61.80	NA	7.48
L4	RTE. 142 (VERNON ST.) 113+14.68 RT	24.43	RTE. 142 (VERNON ST.) 113+46.34 RT	24.43	NA	31.66
L4A	RTE. 142 (VERNON ST.) 113+51.34 RT	24.43	RTE. 142 (VERNON ST.) 113+58.36 RT	24.43	NA	7.01
L4B	RTE. 142 (VERNON ST.) 113+58.36 RT	24.43	RTE. 142 (VERNON ST.) 113+59.65 RT	25.58	NA	1.73
L4C	RTE. 142 (VERNON ST.) 113+59.65 RT	25.58	RTE. 142 (VERNON ST.) 113+63.63 RT	25.98	NA	4.00
L4D	RTE. 142 (VERNON ST.) 113+63.63 RT	24.43	RTE. 142 (VERNON ST.) 113+64.85 RT	24.43	NA	1.97
L5	RTE. 142 (VERNON ST.) 113+64.85 RT	24.43	RTE. 142 (VERNON ST.) 113+75.60 RT	24.43	NA	10.75
C5	RTE. 142 (VERNON ST.) 113+75.60 RT	24.43	VT RTE. 119 (BRIDGE ST.) 41+30.74 RT	13.32	3.28	6.19
C6	VT RTE. 119 (BRIDGE ST.) 40+77.89 LT	22.92	VT RTE. 119 (BRIDGE ST.) 40+72.29 LT	28.07	36.29	7.61
C7	VT RTE. 119 (BRIDGE ST.) 40+69.25 LT	32.04	VT RTE. 119 (BRIDGE ST.) 40+63.87 LT	45.28	36.29	14.39
L6	US RTE. 5 SOUTH 7+74.08 LT	26.11	US RTE. 5 SOUTH 7+92.30 LT	25.06	NA	15.43
C8	US RTE. 5 SOUTH 7+92.30 LT	25.06	US RTE. 5 SOUTH 7+93.87 LT	25.07	6.63	1.34
L7	US RTE. 5 SOUTH 8+76.06 LT	15.38	US RTE. 5 SOUTH 8+85.44 LT	15.35	NA	8.50
L8	US RTE. 5 SOUTH 8+90.73 LT	15.11	US RTE. 5 SOUTH 8+99.22 LT	14.67	NA	8.50

MATCH LINE STA. 10+00.00
CURB TIE AND LAYOUT SHEET 2

VT STATE PLANE GRID
US RTE 5 CURVE #1 DATA
Δ = 39°53'25.16" LT
D = 34°43'28.97"
R = 165.00
T = 59.88
L = 114.88
E = 10.53
BANK = N/A

POT US ROUTE 5 STA. 7+65
BEGIN PROJECT STP 2000(24)

US ROUTE 5 STA. 8+57.96=
VT ROUTE 119 STA. 40+00.00

POC VT ROUTE 119 STA. 42+50.00
END COLD PLANE AND OVERLAY
END PROJECT STP 2000(24)

VT RTE 119 CURVE #1 DATA
Δ = 19°00'42.80" LT
D = 10°48'37.89"
R = 530.00
T = 88.75
L = 175.86
E = 7.38
BANK = N/A

VT RTE 119 CURVE # 2 DATA
Δ = 15°19'50.19" RT
D = 11°27'32.96"
R = 500.00
T = 67.29
L = 133.78
E = 4.51

VT RTE 142 CURVE #2 DATA
Δ = 24°02'20.76" LT
D = 104°10'26.92"
R = 55.00
T = 11.71
L = 23.08
E = 1.23
BANK = N/A

VT RTE 142 CURVE #1 DATA
Δ = 6°53'09.15" LT
D = 38°11'49.87"
R = 150.00
T = 9.02
L = 18.03
E = 0.27
BANK = N/A

VT ROUTE 119 STA. 40+95.29=
VT ROUTE 142 STA. 114+03.37

POT VT ROUTE 142 STA. 112+70
END CONSTRUCTION

AHD 7+25.00
BK 110+79.74
EQ. = -10,354.74'

GENERAL NOTES:
1. ALL DETECTABLE WARNING SURFACES SHALL BE CAST IRON AND SHALL BE ON THE MATERIAL AND RESEARCH ANNUAL LISTING OF QUALIFIED PRODUCTS AND MATERIALS.
2. CONTRACTOR SHALL SUBMIT PEDESTRIAN TRAFFIC MANAGEMENT PLAN PRIOR TO THE COMMENCEMENT OF WORK.
3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUILDINGS AND BUSINESSES DURING NORMAL BUSINESS HOURS.

LEGEND
LANDING AREA (TYP.)
SLOPED SIDEWALK TOWARDS RAMP (TYP.)
DETECTABLE WARNING SURFACE (TYP.)

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044curbbdr.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: A. ACHARYA
DESIGNED BY: B. SABEAN	CHECKED BY: V. KACOYANNAKIS
CURB TIE AND LAYOUT SHEET 1	SHEET 97 OF 163

LABEL	BEGIN STA.	BEGIN OFFSET (FT)	END STA.	END OFFSET (FT)	RADIUS (FT)	LENGTH (FT)
L9	US RTE. 5 SOUTH 10+70.49 LT	12.63	US RTE. 5 SOUTH 10+74.21 LT	12.60	NA	3.72
C9	US RTE. 5 SOUTH 10+74.21 LT	12.60	US RTE. 5 SOUTH 10+80.81 LT	15.02	15.04	7.09
C10	US RTE. 5 SOUTH 10+83.81 LT	17.65	US RTE. 5 SOUTH 10+87.14 LT	24.19	15.04	7.41
L10	US RTE. 5 SOUTH 10+87.14 LT	24.19	FLAT ST. 51+40.66 RT	18.62	NA	5.90
L11	US RTE. 5 SOUTH 10+75.79 RT	20.84	US RTE. 5 SOUTH 10+81.79 RT	20.75	NA	6.00
L12	US RTE. 5 SOUTH 10+85.79 RT	20.69	US RTE. 5 SOUTH 10+91.77 RT	20.60	NA	5.98
L13	US RTE. 5 SOUTH 11+16.82 RT	20.89	US RTE. 5 SOUTH 11+22.86 RT	21.14	NA	6.05
L14	US RTE. 5 SOUTH 11+26.86 RT	21.29	US RTE. 5 SOUTH 11+32.91 RT	21.54	NA	6.05
C11	FLAT ST. 51+39.54 LT	18.10	FLAT ST. 51+45.22 LT	20.02	8.36	6.13
C12	US RTE. 5 SOUTH 11+28.49 LT	16.26	US RTE. 5 SOUTH 11+32.89 LT	14.99	8.36	4.65
L15	US RTE. 5 SOUTH 11+32.89 LT	14.99	US RTE. 5 SOUTH 11+35.20 LT	14.72	NA	2.32
L16	US RTE. 5 SOUTH 11+35.20 LT	14.72	US RTE. 5 SOUTH 11+44.13 LT	15.06	NA	8.94
L17	US RTE. 5 SOUTH 12+60.83 LT	12.80	US RTE. 5 SOUTH 13+42.72 LT	13.21	NA	83.47

VT STATE PLANE GRID

N

POT FLAT STREET STA. 51+35
END CONSTRUCTION

POT ELLIOT STREET STA. 60+10
END CONSTRUCTION

US RTE 5 CURVE #2 DATA
Δ = 16°06'34.53" LT
D = 34°43'28.97"
R = 165.00
T = 23.35
L = 46.39
E = 1.64
BANK = N/A

51+00 N88°31'48.64"E 167.94'

60+00 N80°12'08.75"E 147.05'

61+00

11+00 N10°55'11.78"W 320.05'

12+00 N27°01'46.31"W 85.02'

13+00

14+00 N20°02'10.23"W 455.94'

15

PC 12+08.72

PT 12+55.11

PI 12+32.07

MATCH LINE STA. 10+00.00 CURB TIE AND LAYOUT SHEET 1

MATCH LINE STA. 15+00.00 CURB TIE AND LAYOUT SHEET 3

ELLIOT STREET

US ROUTE 5

MAIN STREET

BRICK RAMP

#15 TAYLOR FLOWERS

#14 HENRY & LLOYD

#12 BOOMERANG

#10 CHRISTIAN SCIENCE READING ROOM

SALON JACQUE

LIFE'S LITTLE LUXURIES

TURN IT UP

SAM'S

MOCHA JOE'S

#100 CHITTENDEN BANK

VERMONT ARTISAN DESIGN

#48 LATCHIS THEATER

#48 EVAN JAMES

#38 – #50 LATCHIS BLOCK

#39 VACANT

#41 KNIT OR DYE

#51 EDWARD JONES

#57 SHIN LA

#63 TWICE IN A TIME

VACANT

FIREWORK RESTAURANT

MERRYL LYNCH

#83 DEVONS RICHARDSON

#85 – #91 ANTIQUE STORE

BAKERS CARD SHOP

DISTINCTIVE DECOR

BIKE SHOP

#103 GALLERY WALK

#105 BURROWS SPORT SHOP

#107 MILLER BROTHERS

#111 CADY & REGAN LAW OFFICES

AMY'S BAKERY

S.OAK

US ROUTE 5 STA. 11+02.22= FLAT STREET STA. 51+67.94

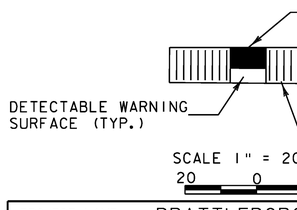
US ROUTE 5 STA. 13+68.70= ELLIOT STREET STA. 61+47.05

US RTE 5 CURVE #3 DATA
Δ = 6°59'36.08" LT

13+40.14

LABEL	BEGIN STA.	BEGIN OFFSET (FT)	END STA.	END OFFSET (FT)	RADIUS (FT)	LENGTH (FT)
L18	ELLIOT ST. 61+24.80 RT	21.00	ELLIOT ST. 61+13.29 RT	21.02	NA	11.51
C13	US RTE. 5 SOUTH 13+23.69 RT	31.46	US RTE. 5 SOUTH 13+30.63 RT	27.46	8.01	8.38
C14	US RTE. 5 SOUTH 13+30.63 RT	27.46	US RTE. 5 SOUTH 13+37.56 RT	23.46	8.01	8.38
L19	US RTE. 5 SOUTH 13+37.56 RT	23.46	US RTE. 5 SOUTH 13+46.40 RT	22.87	NA	6.01
L20	US RTE. 5 SOUTH 13+50.37 RT	22.38	US RTE. 5 SOUTH 13+84.29 RT	18.22	NA	34.18
C15	US RTE. 5 SOUTH 13+84.29 RT	18.22	US RTE. 5 SOUTH 13+96.77 RT	16.97	282.15	12.55
C16	US RTE. 5 SOUTH 14+00.76 RT	16.69	US RTE. 5 SOUTH 14+07.69 RT	16.34	282.15	9.22
C17	US RTE. 5 SOUTH 14+07.69 RT	16.34	US RTE. 5 SOUTH 14+11.52 RT	17.90	5.00	4.27
L21	US RTE. 5 SOUTH 14+11.52 RT	17.90	US RTE. 5 SOUTH 14+18.69 RT	25.49	NA	10.44
L22	ELLIOT ST. 60+88.88 LT	16.30	ELLIOT ST. 60+96.59 LT	16.76	NA	7.73
C18	ELLIOT ST. 60+96.59 LT	16.76	ELLIOT ST. 61+00.61 LT	17.67	12.45	4.14
C19	US RTE. 5 SOUTH 13+99.41 LT	34.97	US RTE. 5 SOUTH 14+06.32 LT	32.74	12.45	7.37
L23	US RTE. 5 SOUTH 14+06.32 LT	32.74	US RTE. 5 SOUTH 14+13.68 LT	32.63	NA	7.35

LEGEND



SCALE 1" = 20'-0"
20 0 20

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044curbbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: B. SABEAN
CURB TIE AND LAYOUT SHEET 2

PLOT DATE: 4/8/2010
DRAWN BY: A. ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 98 OF 163

VT STATE PLANE GRID

N

LABEL	BEGIN STA.	BEGIN OFFSET (FT)	END STA.	END OFFSET (FT)	RADIUS (FT)	LENGTH (FT)
L24	US RTE. 5 SOUTH 15+91.70 LT	27.74	US RTE. 5 SOUTH 17+28.83 LT	25.60	NA	137.15
C20	US RTE. 5 SOUTH 17+28.83 LT	25.60	US RTE. 5 SOUTH 17+37.17 LT	21.82	11.68	9.42
L25	US RTE. 5 SOUTH 17+37.17 LT	21.82	US RTE. 5 SOUTH 17+39.00 LT	19.93	NA	2.63
C21	US RTE. 5 SOUTH 17+39.00 LT	19.93	US RTE. 5 SOUTH 17+44.62 LT	17.83	7.00	6.19
C22A	US RTE. 5 SOUTH 17+44.62 LT	17.83	US RTE. 5 SOUTH 17+62.23 LT	20.85	105.00	17.89
C22	US RTE. 5 SOUTH 17+58.28 LT	20.13	VT RTE. 9 HIGH ST. 71+33.34 RT	23.36	25.59	27.10
L27	VT RTE. 9 HIGH ST. 71+33.34 RT	23.36	VT RTE. 9 HIGH ST. 71+22.92 RT	23.29	NA	10.42
L28	VT RTE. 9 HIGH ST. 71+18.92 RT	23.27	VT RTE. 9 HIGH ST. 71+12.92 RT	23.23	NA	6.00
C23	US RTE. 5 SOUTH 17+35.00 RT	24.07	US RTE. 5 SOUTH 17+40.93 RT	20.13	8.01	7.38
C24	US RTE. 5 SOUTH 17+40.93 RT	20.13	US RTE. 5 SOUTH 17+47.87 RT	16.12	8.01	8.38
L29	US RTE. 5 SOUTH 17+47.87 RT	16.12	US RTE. 5 SOUTH 17+51.76 RT	16.12	NA	3.89
L30	US RTE. 5 SOUTH 17+55.76 RT	16.12	US RTE. 5 SOUTH 17+62.33 RT	16.12	NA	6.57
L31	US RTE. 5 SOUTH 17+62.33 RT	16.12	US RTE. 5 NORTH 18+34.01 RT	11.47	NA	71.04
L32	US RTE. 5 NORTH 18+38.01 RT	11.36	US RTE. 5 NORTH 18+44.03 RT	11.20	NA	6.02
C25	US RTE. 5 NORTH 18+44.03 RT	11.20	US RTE. 5 NORTH 18+50.74 RT	15.21	8.01	8.16
L33	US RTE. 5 NORTH 18+50.74 RT	15.21	US RTE. 5 NORTH 18+51.15 RT	15.82	NA	0.74
C26	US RTE. 5 NORTH 18+51.15 RT	15.82	US RTE. 5 NORTH 18+56.51 RT	19.41	6.88	6.70
L34	VT RTE. 9 HIGH ST. 71+04.05 LT	25.71	VT RTE. 9 HIGH ST. 71+06.12 LT	26.92	NA	2.08
C27	VT RTE. 9 HIGH ST. 71+06.12 LT	26.92	US RTE. 5 NORTH 18+34.53 LT	34.94	16.01	13.34
C28	US RTE. 5 NORTH 18+37.07 LT	31.85	US RTE. 5 NORTH 18+48.10 LT	27.73	16.01	12.15
L35	US RTE. 5 NORTH 18+48.10 LT	27.49	US RTE. 5 NORTH 18+50.24 LT	27.62	NA	2.14

POT VT ROUTE 9 (HIGH ST) STA. 70+25
END CONSTRUCTION

70+00
71+00
S86°56'35.85"E
161.86'
N20°02'10.23"W
455.94'
N16°55'48.61"W
654.55
MHS
US ROUTE 5 STA. 17+96.08
US ROUTE 5 STA. 17+96.08 (4.59' RIGHT)
US ROUTE 5 STA. 17+89.45=
VT ROUTE 9 STA. 71+61.86
US ROUTE 5
MAIN STREET
MATCH LINE STA. 15+00.00
CURB TIE AND LAYOUT SHEET 2
MATCH LINE STA. 20+00.00
CURB TIE AND LAYOUT SHEET 4
ULTIMATE IMPRESSIONS
SCHAFF OPTICANS
THAI BAMBOO
MOLE'S EYE CAFE
BSMT FLR EL 278.36
#132 ADAGIO
DRAGON FLY
KITCHEN SYNC
#116 GALANES VERMONT SHOP
#120 BOOK CELLAR
#122 BRILLIANCE INTERNATIONAL ARTS AND CRAFTS
EMPTY
BROOK HOUSE MALL
WINDHAM FLOWERS
#180 CHAMBER OF COMMERCE
#182 BROWN AND ROBERTS
#181-3 A CANDLE IN THE NIGHT
#185 KEY BANK
#115 BEADNICKS
#119 MYSTERY ON MAIN ST.
#125 DELECTABLE MOUNTAIN CLOTHES
#127 APT. (2ND)
#129 ZEPHYR DESIGNS
#135 VERDE
#137 SHOE TREE
#141 RENAISSANCE JEWELRY
#143A IN THE MOMENT
#143 GALLERY IN THE WOODS
VACANT
VACANT
RIVER GARDEN
BRATTLEBORO BICYCLES
SAVE THE CORPORATIONS

LEGEND

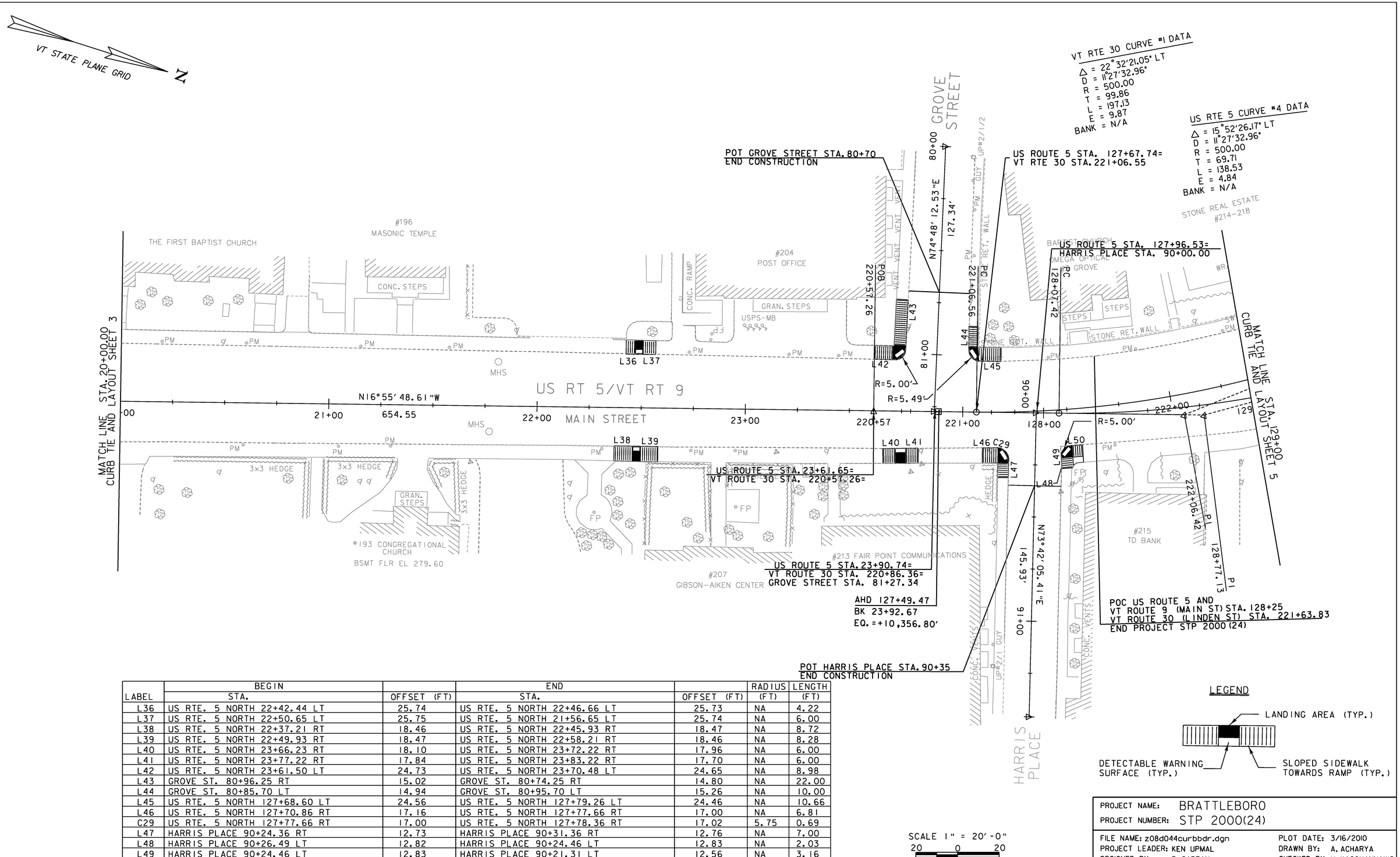
LANDING AREA (TYP.)
DETECTABLE WARNING SURFACE (TYP.)
SLOPED SIDEWALK TOWARDS RAMP (TYP.)

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044curbbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: B. SABEAN
CURB TIE AND LAYOUT SHEET 3

PLOT DATE: 4/8/2010
DRAWN BY: A. ACHARYA
CHECKED BY: V. KACOYANNAKIS

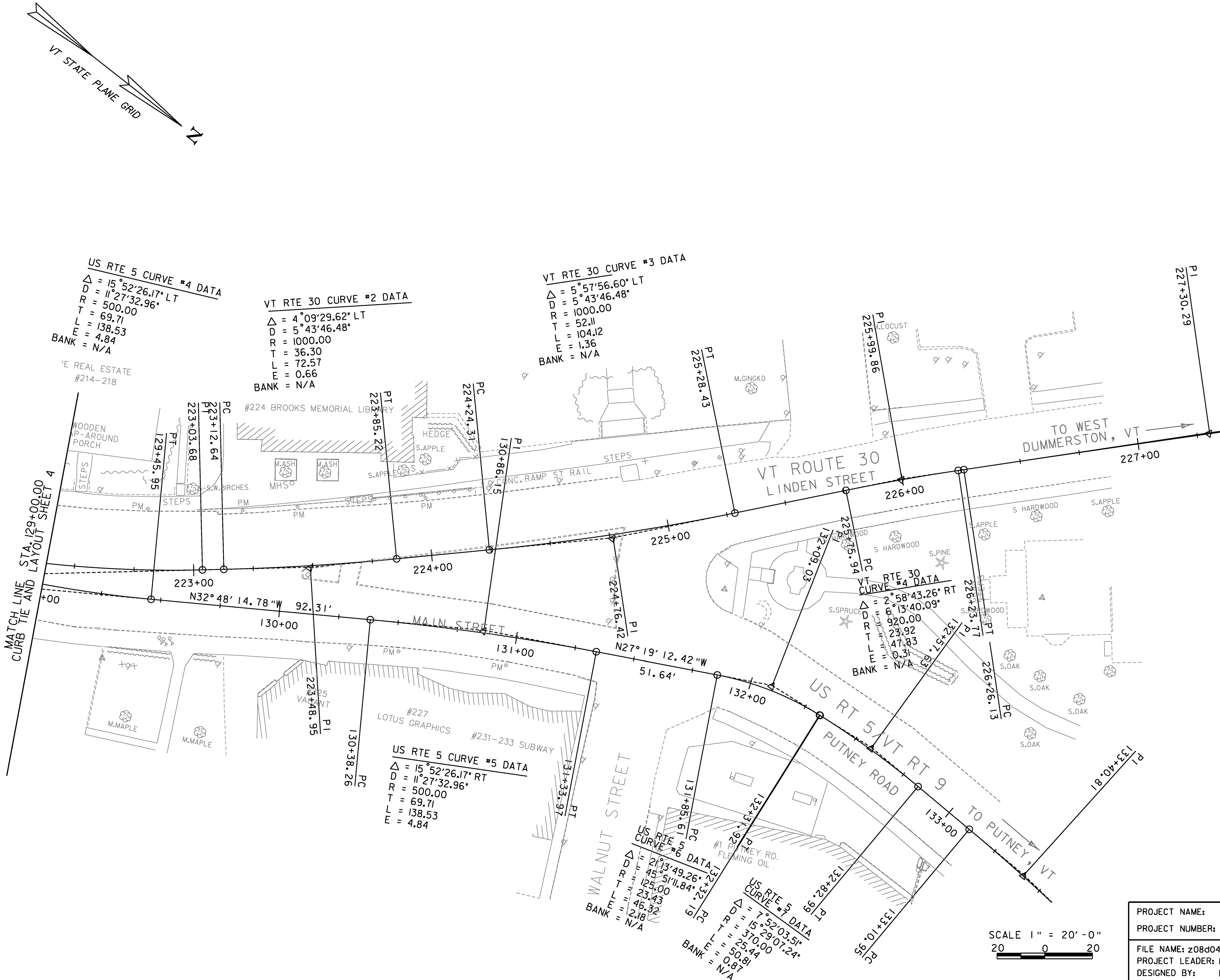


LABEL	BEGIN STA.	OFFSET (FT)	END STA.	OFFSET (FT)	RADIUS (FT)	LENGTH (FT)
L36	US RTE. 5 NORTH 22+42.44 LT	25.74	US RTE. 5 NORTH 22+46.66 LT	25.73	NA	4.22
L37	US RTE. 5 NORTH 22+50.65 LT	25.75	US RTE. 5 NORTH 21+56.65 LT	25.74	NA	6.00
L38	US RTE. 5 NORTH 22+37.21 RT	18.46	US RTE. 5 NORTH 22+45.93 RT	18.47	NA	8.72
L39	US RTE. 5 NORTH 22+49.93 RT	18.47	US RTE. 5 NORTH 22+58.21 RT	18.46	NA	8.28
L40	US RTE. 5 NORTH 23+66.23 RT	18.10	US RTE. 5 NORTH 23+72.22 RT	17.96	NA	6.00
L41	US RTE. 5 NORTH 23+77.22 RT	17.84	US RTE. 5 NORTH 23+83.22 RT	17.70	NA	6.00
L42	US RTE. 5 NORTH 23+61.50 LT	24.73	US RTE. 5 NORTH 23+70.48 LT	24.65	NA	8.98
L43	GROVE ST. 80+96.25 RT	15.02	GROVE ST. 80+74.25 RT	14.80	NA	22.00
L44	GROVE ST. 80+85.70 LT	14.94	GROVE ST. 80+95.70 LT	15.26	NA	10.00
L45	US RTE. 5 NORTH 127+68.60 LT	24.56	US RTE. 5 NORTH 127+79.26 LT	24.46	NA	10.66
L46	US RTE. 5 NORTH 127+70.86 RT	17.16	US RTE. 5 NORTH 127+77.66 RT	17.00	NA	6.81
C29	US RTE. 5 NORTH 127+77.66 RT	17.00	US RTE. 5 NORTH 127+78.36 RT	17.02	5.75	0.69
L47	HARRIS PLACE 90+24.36 RT	12.73	HARRIS PLACE 90+31.36 RT	12.76	NA	7.00
L48	HARRIS PLACE 90+26.49 LT	12.82	HARRIS PLACE 90+24.46 LT	12.83	NA	2.03
L49	HARRIS PLACE 90+24.46 LT	12.83	HARRIS PLACE 90+21.31 LT	12.56	NA	3.16
L50	US RTE. 5 NORTH 128+13.74 RT	15.52	US RTE. 5 NORTH 128+18.58 RT	15.17	NA	5.00

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044curbbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: B. SABEAN
CURB TIE AND LAYOUT SHEET 4

PLOT DATE: 3/16/2010
DRAWN BY: A. ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 100 OF 163


VT STATE PLANE GRID
N
US RTE 5 CURVE #4 DATA
△ = 15°52'26.17" LT
D = 11°27'32.96"
R = 500.00
T = 69.71
L = 138.53
E = 4.84
BANK = N/A
VT RTE 30 CURVE #2 DATA
△ = 4°09'29.62" LT
D = 5°43'46.48"
R = 1000.00
T = 36.30
L = 72.57
E = 0.66
BANK = N/A
VT RTE 30 CURVE #3 DATA
△ = 5°57'56.60" LT
D = 5°43'46.48"
R = 1000.00
T = 52.11
L = 104.12
E = 1.36
BANK = N/A
VT RTE 30 CURVE #4 DATA
△ = 2°58'43.26" RT
D = 6°13'40.09"
R = 920.00
T = 23.92
L = 47.83
E = 0.31
BANK = N/A
US RTE 5 CURVE #5 DATA
△ = 15°52'26.17" RT
D = 11°27'32.96"
R = 500.00
T = 69.71
L = 138.53
E = 4.84
US RTE 5 CURVE #6 DATA
△ = 21°13'49.26"
D = 45°51'11.84"
R = 125.00
T = 23.43
L = 46.32
E = 2.18
BANK = N/A
US RTE 5 CURVE #7 DATA
△ = 7°52'03.51"
D = 15°29'07.24"
R = 370.00
T = 25.44
L = 50.81
E = 0.87
BANK = N/A
MATCH LINE STA. 129+00.00
CURB TIE AND LAYOUT SHEET 4
PT 129+45.95
223+03.68
PT 223+12.64 PC
PI 223+48.95
PT 223+85.22
PC 224+24.31
PI 130+86.15
PI 224+76.42
PT 225+28.43
PI 225+99.86
PC 225+75.94
PI 132+09.03
PT 226+23.77
PI 132+57.53
PC 226+26.13
PI 227+30.29
PC 130+38.26
PT 131+33.97
PC 131+85.61
PT 132+32.19
PI 132+82.99
PC 133+10.95
PI 133+40.81
223+00
224+00
225+00
226+00
227+00
130+00
131+00
132+00
133+00
N32° 48' 14.78"W 92.31'
N27° 19' 12.42"W 51.64'
VT ROUTE 30
LINDEN STREET
TO WEST DUMMERSTON, VT
MAIN STREET
US RT 5/VT RT 9
PUTNEY ROAD
TO PUTNEY, VT
WALNUT STREET
#224 BROOKS MEMORIAL LIBRARY
#227 LOTUS GRAPHICS
#231-233 SUBWAY
#225 VACANT
#1 PUTNEY RD. FLEMING OIL
#214-218
WOODEN WRAP-AROUND PORCH
STEPS
HEDGE
CONC. RAMP ST RAIL
M.ASH
MHS
S.W.BIRCHES
S.APPLE
M.GINGKO
M.LOCUST
S HARDWOOD
S.PINE
S.SPRUCE
S.OAK
M.MAPLE
PM
SCALE 1" = 20'-0"
20 0 20

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2000(24)	
FILE NAME: z08d044curbbdr.dgn	PLOT DATE: 3/16/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: A. ACHARYA
DESIGNED BY: B.SABEAN	CHECKED BY: V. KACOYANNAKIS
CURB TIE AND LAYOUT SHEET 5	SHEET 101 OF 163

N
VT STATE PLANE GRID
US RTE 5 CURVE #1DATA
Δ = 39°53'25.16" LT
D = 34°43'28.97"
R = 165.00
T = 59.88
L = 114.88
E = 10.53
BANK = N/A
MATCH LINE STA. 10+00.00
ROADWAY LAYOUT SHEET 2
SEE REVISED SHEET #150
LIMIT OF SIDEWALK RECONSTRUCTION
POT US ROUTE 5 STA. 7+65
BEGIN PROJECT STP 2000 (24)
US ROUTE 5 STA. 8+57.96=
VT ROUTE 119 STA. 40+00.00
SAVE/TPZ EXISTING TREES
LIMIT OF CUT AND FILL (TYP.)
POC VT ROUTE 119 STA. 42+50.00
END COLD PLANE AND OVERLAY
END PROJECT STP 2000 (24)
VT RTE 119 CURVE #1DATA
Δ = 19°00'42.80" LT
D = 10°48'37.89"
R = 530.00
T = 88.75
L = 175.86
E = 7.38
BANK = N/A
WHETSTONE BROOK
US ROUTE 5
CANAL STREET
TO GUILFORD, VT
N28°58'13.38"E
N63°14'32.50"E
N10°55'11.78"W
N44°13'49.70"E
N59°33'39.79"E
VT ROUTE 119
BRIDGE STREET
TO HINSDALE, NH
VERNON STREET
VT ROUTE 142
TO VERNON, VT
VT ROUTE 119 STA. 40+95.29=
VT ROUTE 142 STA. 114+03.37
VT ROUTE 119 STATION 43+05.44
NEW ENGLAND CENTRAL RAILROAD (NECR)
VT ROUTE 119 (BRIDGE STREET)
STA. 3229+16.50
AAR DOT # 247794V
RR MP. 121.12
VT RTE 119 CURVE # 2 DATA
Δ = 15°19'50.19" RT
D = 11°27'32.96"
R = 500.00
T = 67.29
L = 133.78
E = 4.51
POT VT ROUTE 142 STA. 112+70
END CONSTRUCTION
AHD 7+25.00
BK 110+79.74
EQ. =-10,354.74'
VT RTE 142 CURVE #2 DATA
Δ = 24°02'20.76" LT
D = 104°10'26.92"
R = 55.00
T = 11.71
L = 23.08
E = 1.23
BANK = N/A
VT RTE 142 CURVE #1DATA
Δ = 6°53'09.15" LT
D = 38°11'49.87"
R = 150.00
T = 9.02
L = 18.03
E = 0.27
BANK = N/A

REMOVE EXISTING PAVEMENT
(COMMON EXCAVATION)
US RTE 5 7+66.1RT ~ VT RTE 142 113+43.9 LT
VT RTE 142 113+14.7 RT ~ 113+73.0 RT

REMOVE EXISTING CONCRETE SIDEWALK
(COMMON EXCAVATION)
US RTE 5 7+66.1RT ~ VT RTE 142 113+43.9 LT
VT RTE 142 113+14.7 RT ~ 113+73.0 RT
US RTE 5 7+74.1LT ~ 8+01.0 LT
US RTE 5 8+76.1LT ~ 8+99.2 LT
VT RTE 119 40+77.9 LT ~ US RTE 5 9+19.1RT

EXISTING DRAINAGE
US RTE 5 8+11.0 RT ~ EXISTING DI REHAB
(REMOVE FRAME AND GRATE, INSTALL NEW FRAME AND COVER)
VT RTE 119 40+66.6 RT ~ EXISTING DI REHAB
(REMOVE FRAME AND GRATE, INSTALL NEW FRAME AND COVER)
VT RTE 142 113+61.8 RT ~ EXISTING DI REHAB

NEW DRAINAGE
1. US RTE 5 8+11.7 RT ~ 8+10.6 RT
NEW 8" x 6' CPEP (SL) W/DI @ US RTE 5 8+11.7 (INV = 251.36)
2. VT RTE 119 40+66.6 RT ~ 40+78.5
NEW 8" x 12' CPEP (SL) W/DI @ US RTE 5 40+78.5 (INV=249.09)

REHAB, DROP INLETS, CATCH BASINS, OR MANHOLES CLASS ~~I~~ II
US RTE 5 8+11.0 RT
VT RTE 119 40+66.6 RT
VT RTE 142 113+61.8 RT

VERTICAL GRANITE CURB
US RTE 5 7+66.1RT ~ 7+87.6 RT
US RTE 5 7+92.0 RT ~ VT RTE 142 113+57.6 LT
112+75 VT RTE 142 ~~113+43.9~~ LT ~ 113+52.6 LT
VT RTE 142 113+62.0 RT ~ VT RTE 119 41+30.7 RT

VERTICAL GRANITE CURB
~~PRECAST REINFORCED CONCRETE CURB, TYPE B~~
US RTE 5 7+74.1LT ~ 7+93.9 LT
~~US RTE 5 9+07.9 RT ~ 9+19.1RT~~
~~US RTE 5 8+79.9 LT ~ 8+85.4 LT~~
~~US RTE 5 8+90.7 LT ~ 8+99.2 LT~~
~~VT RTE 119 40+72.3 LT ~ 40+77.9 LT~~
8+50 LT ~ 8+76 LT

REMOVING AND RESETTING CURB
~~VT RTE 142 113+14.7 RT ~ 113+62.0 RT~~
US RTE 5 ~~8+76.1LT~~ ~ ~~8+79.9~~ LT
8+50 ~ 8+76

REMOVAL OF EXISTING CURB
US RTE 5 7+74.1LT ~ 7+93.9 LT
US RTE 5 7+66.1RT 50 VT RTE 142 113+43.9 LT
US RTE 5 ~~8+79.9~~ LT ~ ~~8+99.2~~ LT 76
~~US RTE 5 9+19.1RT ~ VT RTE 119 40+77.9 LT~~

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
US RTE 5 7+74.1LT ~ 8+01.0 LT
US RTE 5 7+66.0 RT 50 ~ VT RTE 142 113+43.9 LT
US RTE 5 8+~~76.1~~LT ~ 8+~~99.2~~ LT 76
112+75 VT RTE 142 ~~113+14.7~~ RT ~ 113+73.0 RT
~~VT RTE 119 40+77.9 LT ~ US RTE 5 9+19.1RT~~
SEE REVISED DRAWING PAID WITH C.O.D.

CONCRETE SIDEWALK RAMPS W/ DETECTABLE WARNING SURFACE (SEE NOTE)
US RTE 5 7+97.5 LT (TYPE 1)
US RTE 5 7+89.6 RT (TYPE 6)
US RTE 5 ~~8+88.3~~ LT (TYPE 6) 8+63
US RTE 5 9+06.3 RT (TYPE 6) COD
VT RTE 142 113+55.0 LT (TYPE 6)
VT RTE 142 113+49.7 RT (TYPE 6)

NOTE
ALL DETECTABLE WARNING SURFACES SHALL BE CAST IRON AND SHALL BE ON THE MATERIAL AND RESEARCH ANNUAL LISTING OF QUALIFIED PRODUCTS AND MATERIALS.

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2000(24)	
FILE NAME: z08d044bdr.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: T. BIGELOW
DESIGNED BY: D. SPENCER	CHECKED BY: V. KACOYANNAKIS
ROADWAY LAYOUT SHEET 1	SHEET 102 OF 163

VT STATE PLANE GRID

N

REMOVE EXISTING PAVEMENT
(COMMON EXCAVATION)
US RTE 5 13+23.7 RT ~ 14+23.6 RT

REMOVE EXISTING CONCRETE SIDEWALK
(COMMON EXCAVATION)
US RTE 5 10+70.5 LT ~ FLAT ST. 51+40.7 RT
FLAT ST. 51+39.4 LT ~ US RTE 5 11+47.4 LT
US RTE 5 10+75.8 RT ~ 10+91.8 RT
US RTE 5 11+09.6 RT ~ 11+32.9 RT
US RTE 5 12+60.8 LT ~ ELLIOT ST. 61+13.3 RT
ELLIOT ST. 60+88.9 LT ~ US RTE 5 14+14.4 LT

REHAB DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I
US RTE 5 13+50.0 LT ~ EXISTING DIREHAB

VERTICAL GRANITE CURB
US RTE 5 13+23.7 RT ~ 13+46.4 RT
US RTE 5 13+50.7 RT ~ 13+97.8 RT
US RTE 5 14+00.8 RT ~ 14+18.7 RT
10+60 RT ~ 11+32 RT

VERTICAL GRANITE CURB
~~PRECAST REINFORCED CONCRETE CURB, TYPE B~~
US RTE 5 10+70.5 LT ~ 10+80.8 LT
US RTE 5 13+99.4 LT ~ 14+14.4 LT
FLAT ST. 51+40.7 RT ~ 51+53.6 RT
FLAT ST. 51+39.4 LT ~ 51+45.2 LT
ELLIOT ST. 60+88.9 LT ~ 61+00.6 LT

REMOVING AND RESETTING CURB
~~US RTE 5 10+75.8 RT ~ 10+81.8 RT~~
~~US RTE 5 10+85.8 RT ~ 10+91.8 RT~~
~~US RTE 5 11+28.5 LT ~ 11+47.4 LT~~
~~US RTE 5 11+16.8 RT ~ 11+22.9 RT~~
~~US RTE 5 11+26.9 RT ~ 11+32.9 RT~~
~~US RTE 5 12+60.8 LT ~ 13+40.1 LT~~
~~ELLIOT ST. 61+13.3 RT ~ 61+24.8 RT~~

POT FLAT STREET STA. 51+35
END CONSTRUCTION

LIMIT OF SIDEWALK RECONSTRUCTION

POT ELLIOT STREET STA. 60+10
END CONSTRUCTION

US RTE 5 CURVE #2 DATA
Δ = 16°06'34.53" LT
D = 34°43'28.97"
R = 165.00
T = 23.35
L = 46.39
E = 1.64
BANK = N/A

N88°31'48.64"E 167.94'

N80°12'08.75"E 147.05'

N10°55'11.78"W 320.05'

N27°01'46.31"W 85.02'

N20°02'10.23"W 455.94'

PC 12+08.72
PT 12+55.11
PI 12+32.07

51+00
12+00
13+00
14+00
60+00

LIMIT OF CUT AND FILL (TYP.)

US ROUTE 5 STA. 11+02.22=
FLAT STREET STA. 51+67.94

US ROUTE 5 STA. 13+68.70=
ELLIOT STREET STA. 61+47.05

US RTE 5 CURVE #3 DATA
Δ = 6°59'36.08" LT

13+40.14

MATCH LINE ROADWAY LAYOUT STA. 10+00.00 SHEET 1

MATCH LINE ROADWAY LAYOUT STA. 15+00.00 SHEET 3

ELLIOT STREET
MAIN STREET
US ROUTE 5
ARCH STREET
MAIN ST.

#15 TAYLOR FLOWERS
#14 HENRY & LLOYD
#12 BOOMERANG
#10 CHRISTIAN SCIENCE READING ROOM
SALON JACQUE
#100 CHITTENDEN BANK
VERMONT ARTISAN DESIGN
#48 LATCHIS THEATER
#48 EVAN JAMES
#38 - #50 LATCHIS BLOCK
#41 KNIT WIT
#51 EDWARD JONES
#57 SHIN LA
#63 TWICE AS NICE
FIREWORK RESTAURANT
MERRYL LYNCH
#83 DEVONS RICHARDSON
#85 - #91 ANTIQUE STORE
BAKERS CARD SHOP
DISTINCTIVE DECOR
#103 GALLERY
#105 BURROWS SPORT SHOP
MILLER BROTHERS #107
CADY & REGAN LAW OFFICES #111
AMY'S BAKERY
BRICK RAMP
DRIVEWAY
CONC. SIDEWALK
GRANITE CURB
CONCRETE CURB
TRAF. SIGNAL
VACANT

REMOVAL OF EXISTING CURB
US RTE 5 10+70.5 LT ~ 10+80.8 LT
US RTE 5 13+23.7 RT ~ 14+18.7 RT
US RTE 5 13+99.4 LT ~ 14+14.4 LT
FLAT ST. 51+40.7 RT ~ 51+53.6 RT
FLAT ST. 51+39.4 LT ~ 51+45.2 LT
ELLIOT ST. 60+88.9 LT ~ 61+00.6 LT

10+60 RT ~ 11+32 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
US RTE 5 10+70.5 LT ~ FLAT ST. 51+40.7 RT
~~US RTE 5 10+75.8 RT ~ 10+91.8 RT~~
10+60 US RTE 5 ~~11+09.6~~ RT ~ 11+32.9 RT
US RTE 5 13+23.7 RT ~ 14+18.7 RT
US RTE 5 13+28.3 LT ~ ELLIOT ST. 61+13.3 RT
FLAT ST. 51+39.4 LT ~ US RTE 5 11+47.4 LT
ELLIOT ST. 60+88.9 LT ~ 14+14.4 LT
ARCH ST 10+25 ~ 10+48 RT (8" THICK)

CONCRETE SIDEWALK RAMPS W/ DETECTABLE WARNING SURFACE
(SEE NOTE ON ROADWAY LAYOUT SHEET 1)
US RTE 5 10+83.9 RT (TYPE 6)
US RTE 5 10+82.5 LT (TYPE 5)
US RTE 5 11+24.9 RT (TYPE 6)
US RTE 5 11+26.9 LT (TYPE 6)
US RTE 5 13+45.4 LT (TYPE 6)
US RTE 5 13+48.6 RT (TYPE 5)
US RTE 5 13+98.8 RT (TYPE 5)
US RTE 5 13+96.1 LT (TYPE 6)
ELLIOT ST. 61+28.9 RT (TYPE 6)

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: D. SPENCER
ROADWAY LAYOUT SHEET 2

PLOT DATE: 4/8/2010
DRAWN BY: T. BIGELOW
CHECKED BY: V. KACOYANNAKIS
SHEET 103 OF 163

VT STATE PLANE GRID

N

REMOVING MEDIUM TREES

~~US RTE 5 16+54.8 LT~~
~~US RTE 5 17+27.3 LT~~

REMOVE EXISTING PAVEMENT (COMMON EXCAVATION)

US RTE 5 17+35.0 RT ~ 18+56.5 RT
US RTE 5 17+36.8 LT ~ 17+79.1LT

REMOVE EXISTING CONCRETE SIDEWALK (COMMON EXCAVATION)

US RTE 5 15+66.6 LT ~ VT RTE 9 71+12.9 RT
VT RTE 9 71+04.0 LT ~ US RTE 5 18+50.2 LT

EXISTING DRAINAGE

US RTE 5 17+50.3 LT ~ EXISTING DIREHAB
(REMOVE FRAME AND GRATE, INSTALL NEW FRAME AND COVER)

US RTE 5 17+43.1RT~ EXISTING DIREHAB
(REMOVE FRAME AND GRATE, INSTALL NEW FRAME AND COVER)

US RTE 5 18+48.9 RT ~ EXISTING DIREHAB
(REMOVE FRAME AND GRATE, INSTALL NEW FRAME AND COVER)

NEW DRAINAGE

③ US RTE 5 17+36.5 LT ~17+50.3 LT
NEW 8" X 14' CPEP (SL) W/DI@ US RTE 5 17+36.5 LT (INV=283.29)

④ US RTE 5 17+40.7 RT ~17+43.1RT
NEW 8" X 9' CPEP (SL) W/DI@ US RTE 5 17+40.7 RT (INV=283.29)

⑤ US RTE 5 18+59.1RT ~18+48.9 RT
NEW 8" X 10' CPEP (SL) W/DI@ US RTE 5 18+59.1RT (INV=284.15)

REHAB, DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I

US RTE 5 17+50.3 LT
US RTE 5 17+43.1RT
US RTE 5 18+48.9 RT

VERTICAL GRANITE CURB

US RTE 5 17+29.3 LT ~ 17+62.2 LT
US RTE 5 17+66.0 LT ~ VT RTE 9 71+33.3 RT

REMOVING AND RESETTING CURB

~~US RTE 5 15+66.6 LT ~ 17+29.0 LT~~
~~US RTE 18+37.1LT ~ 18+42.5 LT~~
~~VT RTE 9 71+12.9 RT ~ 71+18.9 RT~~
~~VT RTE 9 71+23.0 RT ~ 71+33.3 RT~~
~~VT RTE 9 71+12.7 LT ~ 71+17.5 LT~~

REMOVAL OF EXISTING CURB

US RTE 5 17+29.0 LT~ VT RTE 9 71+33.3 RT
US RTE 5 17+35.0 RT ~ 18+56.8 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

US RTE 5 15+66.6 LT ~ VT RTE 9 71+12.9 RT
US RTE 5 17+35.0 RT ~ 18+56.5 RT
VT RTE 9 71+04.0 LT ~ US RTE 5 18+50.2 LT

PRECAST REINFORCED CONCRETE CURB, TYPE B

US RTE 5 17+35.0 RT ~ 17+51.8 RT
US RTE 5 17+55.8 RT ~ 18+34.0 RT
US RTE 5 18+38.0 RT ~ 18+56.8 RT

CONCRETE SIDEWALK RAMPS W/ DETECTABLE WARNING SURFACE (SEE NOTE ON ROADWAY LAYOUT SHEET 1)

US RTE 5 17+53.8 RT (TYPE 5)
US RTE 5 17+64.2 LT (TYPE 5)
US RTE 5 18+35.9 RT (TYPE 5)
US RTE 5 18+35.9 LT (TYPE 5)
VT RTE 9 71+20.8 RT (TYPE 5)

SPECIAL PROVISION (REMOVE AND RESET USPS MAILBOX)

VT RTE 9 71+15.7 RT

MATCH LINE STA. 15+00.00
ROADWAY LAYOUT SHEET 2

MATCH LINE STA. 20+00.00
ROADWAY LAYOUT SHEET 4

US ROUTE 5
MAIN STREET
VT ROUTE 9 (HIGH STREET)
MAIN ST.

POT VT ROUTE 9 (HIGH ST) STA. 70+25
END CONSTRUCTION

US ROUTE 5 STA. 17+96.08
US ROUTE 5 STA. 17+96.08 (4.59' RIGHT)
US ROUTE 5 STA. 17+89.45=
VT ROUTE 9 STA. 71+61.86

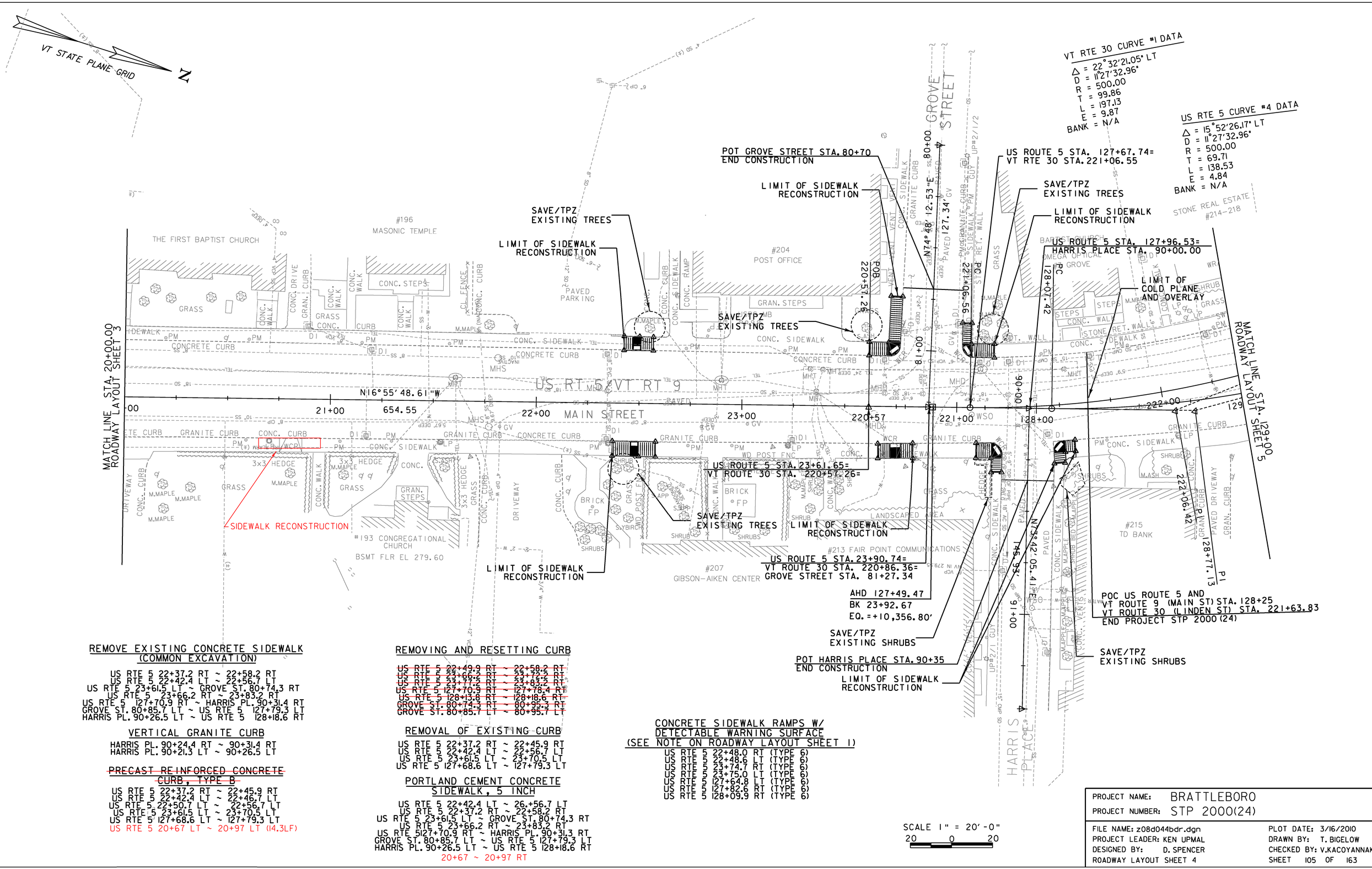
N20°02' 10.23"W
455.94'
S86°56' 35.85"E
161.86'
N16°55' 48.61"W
654.55

LIMIT OF SIDEWALK RECONSTRUCTION
LIMIT OF CUT AND FILL (TYP.)
SAVE/TPZ EXISTING TREES

#116 GALANES VERMONT SHOP
#120 BOOK CELLAR
#122 BRILLIANCE INTERNATIONAL ARTS AND CRAFTS
#132 ADAGIO
#116 – 28 LAW OFFICES
ULTIMATE IMPRESSIONS
STAFF OPTICANS
MOLE'S EYE CAFE BSMT FLR EL 278.36
#180 CHAMBER OF COMMERCE
#182 BROWN AND ROBERTS
THAI BAMBOO
#18-3 A CANDLE IN THE NIGHT
KEY BANK
#119 MYSTERY ON MAIN ST.
#115 BEADNICKS
#125 DELECTABLE MOUNTAIN CLOTHES
#127 APT. (2ND)
#129 PHYR DESIGNS
#131 VERDE
#137 SHOE TREE
#141 RENAISSANCE JEWELRY
#143A IN MOMENT
#143 GALLERY IN THE WOODS
VACANT
VACANT
RIVER GARDEN
BRATTLEBORO BICYCLES
SAVE THE CORPORATIONS

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: T. BIGELOW
DESIGNED BY: D. SPENCER	CHECKED BY: V. KACOYANNAKIS
ROADWAY LAYOUT SHEET 3	SHEET 104 OF 163



REMOVE EXISTING CONCRETE SIDEWALK (COMMON EXCAVATION)

US RTE 5 22+37.2 RT ~ 22+58.2 RT
US RTE 5 22+42.4 LT ~ 22+56.7 LT
US RTE 5 23+61.5 LT ~ GROVE ST. 80+74.3 RT
US RTE 5 23+66.2 RT ~ 23+83.2 RT
US RTE 5 127+70.9 RT ~ HARRIS PL. 90+31.4 RT
GROVE ST. 80+85.7 LT ~ US RTE 5 127+79.3 LT
HARRIS PL. 90+26.5 LT ~ US RTE 5 128+18.6 RT

VERTICAL GRANITE CURB

HARRIS PL. 90+24.4 RT ~ 90+31.4 RT
HARRIS PL. 90+21.3 LT ~ 90+26.5 LT

~~PRECAST REINFORCED CONCRETE CURB, TYPE B~~

US RTE 5 22+37.2 RT ~ 22+45.9 RT
US RTE 5 22+42.4 LT ~ 22+46.7 LT
US RTE 5 22+50.7 LT ~ 22+56.7 LT
US RTE 5 23+61.5 LT ~ 23+70.5 LT
US RTE 5 127+68.6 LT ~ 127+79.3 LT
US RTE 5 20+67 LT ~ 20+97 LT (14.3LF)

REMOVING AND RESETTING CURB

~~US RTE 5 22+49.9 RT ~ 22+58.2 RT~~
~~US RTE 5 23+66.2 RT ~ 23+72.5 RT~~
~~US RTE 5 23+77.2 RT ~ 23+83.2 RT~~
US RTE 5 127+70.9 RT ~ 127+78.4 RT
US RTE 5 128+13.6 RT ~ 128+18.6 RT
~~GROVE ST. 80+74.3 RT ~ 80+95.3 RT~~
GROVE ST. 80+85.7 LT ~ 80+95.7 LT

REMOVAL OF EXISTING CURB

US RTE 5 22+37.2 RT ~ 22+45.9 RT
US RTE 5 22+42.4 LT ~ 22+56.7 LT
US RTE 5 23+61.5 LT ~ 23+70.5 LT
US RTE 5 127+68.6 LT ~ 127+79.3 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

US RTE 5 22+42.4 LT ~ 26.+56.7 LT
US RTE 5 22+37.2 RT ~ 22+58.2 RT
US RTE 5 23+61.5 LT ~ GROVE ST. 80+74.3 RT
US RTE 5 23+66.2 RT ~ 23+83.2 RT
US RTE 5127+70.9 RT ~ HARRIS PL. 90+31.3 RT
GROVE ST. 80+85.7 LT ~ US RTE 5 127+79.3 LT
HARRIS PL. 90+26.5 LT ~ US RTE 5 128+18.6 RT
20+67 ~ 20+97 RT

CONCRETE SIDEWALK RAMPS W/ DETECTABLE WARNING SURFACE (SEE NOTE ON ROADWAY LAYOUT SHEET 1)

US RTE 5 22+48.0 RT (TYPE 6)
US RTE 5 22+48.6 LT (TYPE 6)
US RTE 5 23+74.7 RT (TYPE 6)
US RTE 5 23+75.0 LT (TYPE 6)
US RTE 5 127+64.8 LT (TYPE 6)
US RTE 5 127+82.6 RT (TYPE 6)
US RTE 5 128+09.9 RT (TYPE 6)

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr.dgn	PLOT DATE: 3/16/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: T. BIGELOW
DESIGNED BY: D. SPENCER	CHECKED BY: V.KACOYANNAKIS
ROADWAY LAYOUT SHEET 4	SHEET 105 OF 163

VT STATE PLANE GRID

US RTE 5 CURVE #4 DATA
Δ = 15°52'26.17" LT
D = 11°27'32.96"
R = 500.00
T = 69.71
L = 138.53
E = 4.84
BANK = N/A

VT RTE 30 CURVE #2 DATA
Δ = 4°09'29.62" LT
D = 5°43'46.48"
R = 1000.00
T = 36.30
L = 72.57
E = 0.66
BANK = N/A

VT RTE 30 CURVE #3 DATA
Δ = 5°57'56.60" LT
D = 5°43'46.48"
R = 1000.00
T = 52.11
L = 104.12
E = 1.36
BANK = N/A

MATCH LINE STA. 129+00.00
ROADWAY LAYOUT SHEET 4

'E REAL ESTATE
#214-218

WOODEN WRAP-AROUND PORCH

#224 BROOKS MEMORIAL LIBRARY

#227
LOTUS GRAPHICS

#231-233 SUBWAY

#1 PUTNEY RD.
FLEMING OIL

VT ROUTE 30
LINDEN STREET

TO WEST DUMMERSTON, VT

MAIN STREET

WALNUT STREET

US RT 5 VT RT 9
PUTNEY ROAD

TO PUTNEY, VT

N32° 48' 14.78"W 92.31'

N27° 19' 12.42"W 51.64'

US RTE 5 CURVE #5 DATA
Δ = 15°52'26.17" RT
D = 11°27'32.96"
R = 500.00
T = 69.71
L = 138.53
E = 4.84

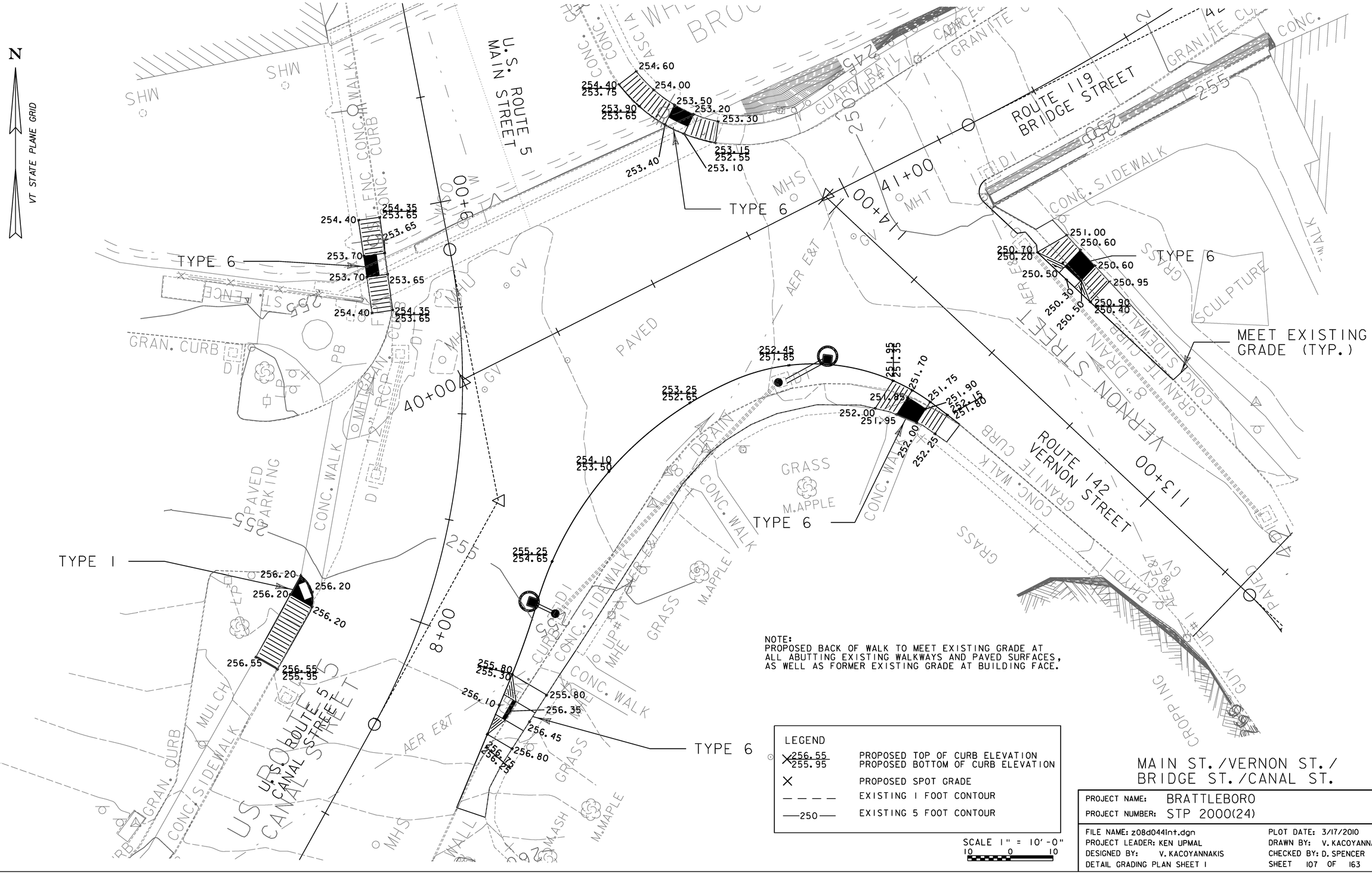
US RTE 5 CURVE #6 DATA
Δ = 21°13'49.26" RT
D = 45°51'11.84"
R = 125.00
T = 23.43
L = 46.32
E = 2.18
BANK = N/A

US RTE 5 CURVE #7 DATA
Δ = 7°52'03.51" RT
D = 15°29'07.24"
R = 370.00
T = 25.44
L = 50.81
E = 0.87
BANK = N/A

VT RTE 30 CURVE #4 DATA
Δ = 2°58'43.26" RT
D = 6°13'40.09"
R = 920.00
T = 23.92
L = 47.83
E = 0.31
BANK = N/A

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr.dgn	PLOT DATE: 3/16/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: T. BIGELOW
DESIGNED BY: D. SPENCER	CHECKED BY: V. KACOYANNAKIS
ROADWAY LAYOUT SHEET 5	SHEET 106 OF 163



NOTE:
PROPOSED BACK OF WALK TO MEET EXISTING GRADE AT ALL ABUTTING EXISTING WALKWAYS AND PAVED SURFACES, AS WELL AS FORMER EXISTING GRADE AT BUILDING FACE.

LEGEND

256.55 / 255.95	PROPOSED TOP OF CURB ELEVATION / PROPOSED BOTTOM OF CURB ELEVATION
×	PROPOSED SPOT GRADE
— — — —	EXISTING 1 FOOT CONTOUR
—250—	EXISTING 5 FOOT CONTOUR

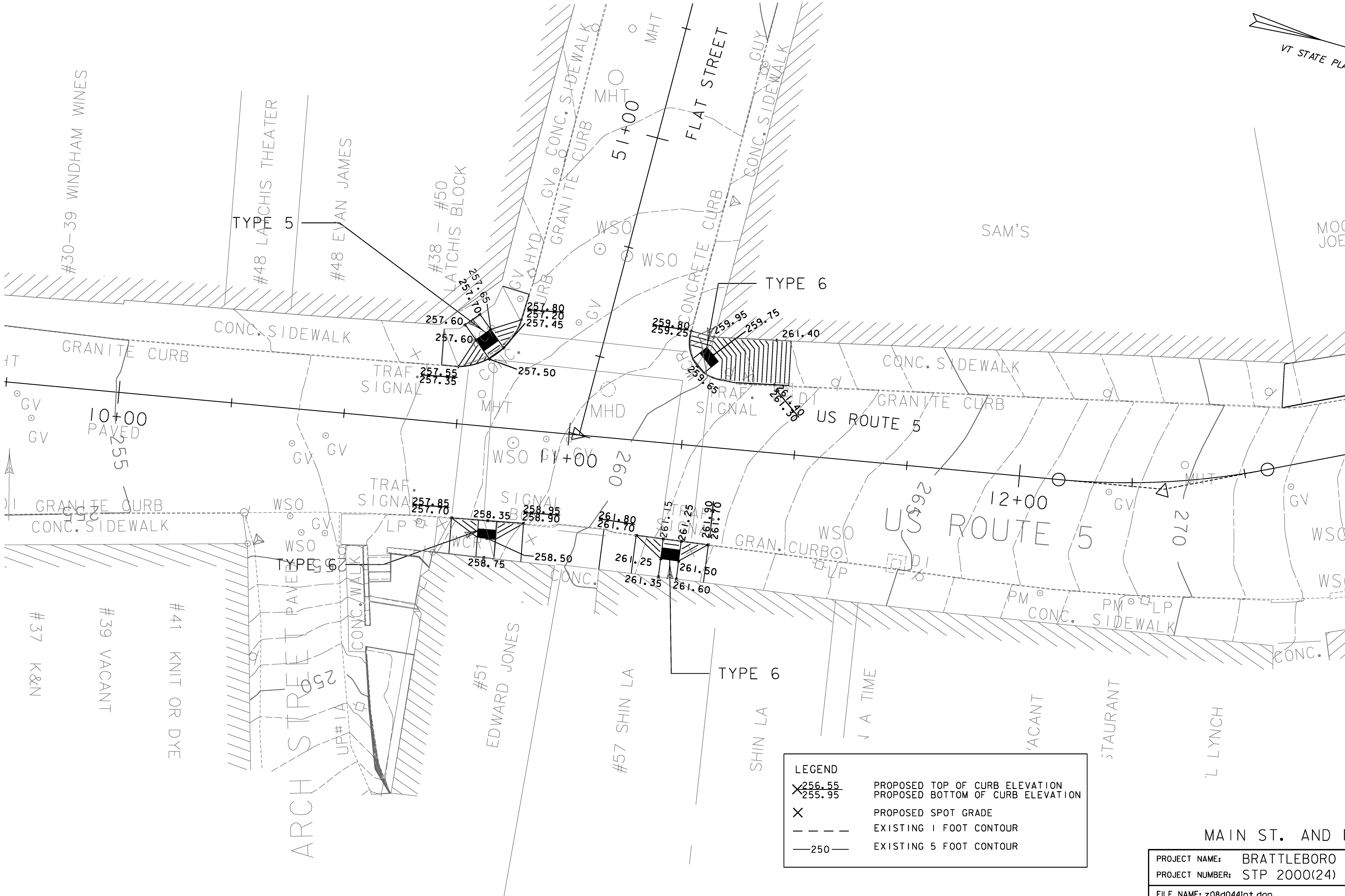
SCALE 1" = 10'-0"
10 0 10

MAIN ST./VERNON ST./ BRIDGE ST./CANAL ST.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044int.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
DETAIL GRADING PLAN SHEET 1

PLOT DATE: 3/17/2010
DRAWN BY: V. KACOYANNAKIS
CHECKED BY: D. SPENCER
SHEET 107 OF 163



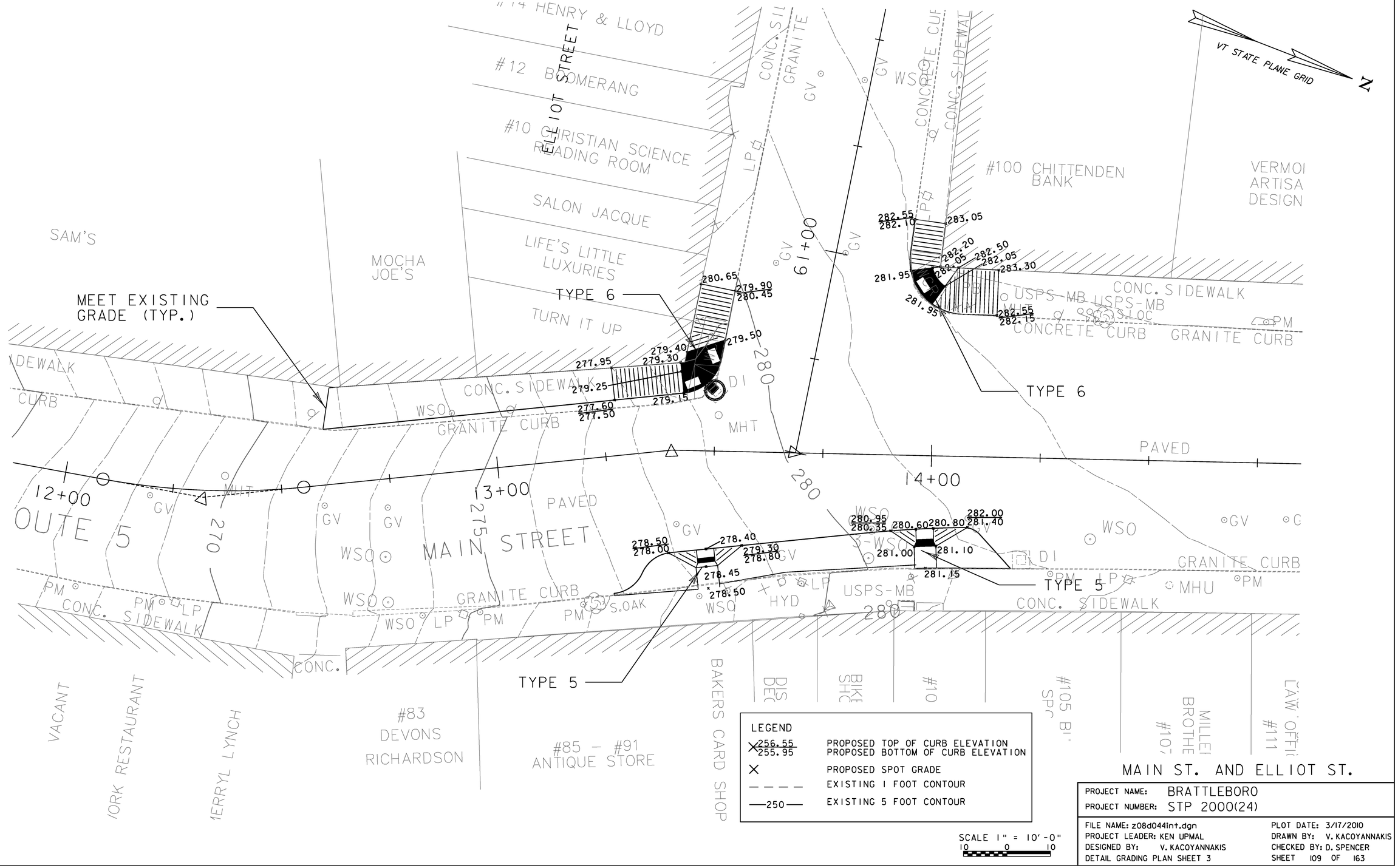
LEGEND	
X 256.55 / 255.95	PROPOSED TOP OF CURB ELEVATION PROPOSED BOTTOM OF CURB ELEVATION
X	PROPOSED SPOT GRADE
— — — —	EXISTING 1 FOOT CONTOUR
—250—	EXISTING 5 FOOT CONTOUR

SCALE 1" = 10'-0"

10 0 10

MAIN ST. AND FLAT ST.

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2000(24)	
FILE NAME: z08d044int.dgn	PLOT DATE: 3/16/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: V. KACOYANNAKIS
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: D. SPENCER
DETAIL GRADING PLAN SHEET 2	SHEET 108 OF 163



LEGEND

256.55 / 255.95	PROPOSED TOP OF CURB ELEVATION / PROPOSED BOTTOM OF CURB ELEVATION
×	PROPOSED SPOT GRADE
– – – –	EXISTING 1 FOOT CONTOUR
—250—	EXISTING 5 FOOT CONTOUR

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

MAIN ST. AND ELLIOT ST.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044int.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
DETAIL GRADING PLAN SHEET 3

PLOT DATE: 3/17/2010
DRAWN BY: V. KACOYANNAKIS
CHECKED BY: D. SPENCER
SHEET 109 OF 163

LEGEND

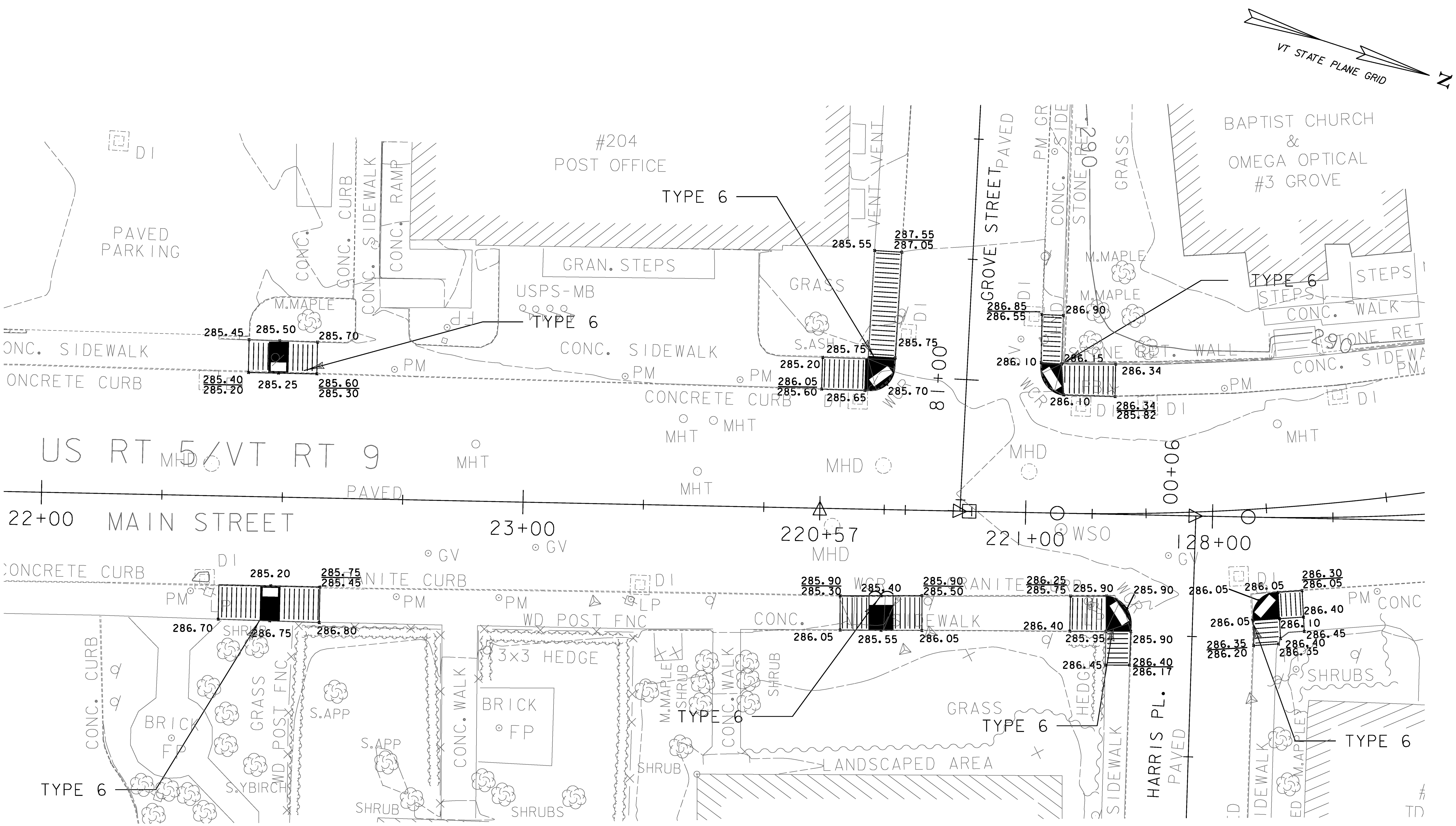
256.55 / 255.95	PROPOSED TOP OF CURB ELEVATION / PROPOSED BOTTOM OF CURB ELEVATION
X	PROPOSED SPOT GRADE
— — — —	EXISTING 1 FOOT CONTOUR
—250—	EXISTING 5 FOOT CONTOUR

SCALE 1" = 10'-0"

MAIN ST. AND HIGH ST.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044int.dgn	PLOT DATE: 3/17/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: V. KACOYANNAKIS
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: D. SPENCER
DETAIL GRADING PLAN SHEET 4	SHEET 110 OF 163



LEGEND

╳ 256.55 / 255.95	PROPOSED TOP OF CURB ELEVATION / PROPOSED BOTTOM OF CURB ELEVATION
╳	PROPOSED SPOT GRADE
— — — —	EXISTING 1 FOOT CONTOUR
—250—	EXISTING 5 FOOT CONTOUR

SCALE 1" = 10'-0"

10 0 10

MAIN ST. AND GROVE ST/HARRIS PL.

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044int.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
DETAIL GRADING PLAN SHEET 5

PLOT DATE: 3/16/2010
DRAWN BY: V. KACOYANNAKIS
CHECKED BY: D. SPENCER
SHEET 111 OF 163

EPSC PLAN NARRATIVE

1.1 PROJECT DESCRIPTION

THIS PROJECT INVOLVES SAFETY IMPROVEMENTS ALONG MAIN STREET (US 5) IN BRATTLEBORO. THE PROJECT INCLUDES INSTALLATION OF NEW TRAFFIC SIGNALS AND ASSOCIATED CURB WORK, SIDEWALK RECONSTRUCTION AND INSTALLATION OF NEW SIGNS. THE LENGTH OF THE PROJECT IS APPROXIMATELY 2108 FEET.

THE TOTAL PROJECT AREA AS SHOWN ON THE ATTACHED EPSC PLAN IS 10,045 S.F.(0.23 ACRES) AND THE AREA OF EARTH DISTURBANCE UNDER THIS PROJECT IS 10,045 S.F. (0.23 ACRES). DISTURBED AREAS INCLUDE AREAS OF FULL DEPTH SIDEWALK RECONSTRUCTION, CONSTRUCTIONS OF CURB EXTENSIONS AND RESTORATION OF ABUTTING SOFTSCAPED AREAS.

NOTE: AREA OF DISTURBANCE ALSO INCLUDES LIMITS OF EARTH DISTURBANCE WITHIN THE PROJECT AREA, AS WELL AS WASTE, BORROW AND STAGING AREAS, AND OTHER EARTH DISTURBING ACTIVITIES WITHIN OR DIRECTLY ADJACENT TO THE PROJECT LIMITS AS SHOWN ON THE ATTACHED EPSC PLAN. IT DOES NOT INCLUDE POTENTIAL OFF-SITE WASTE, BORROW AND STAGING AREAS.

IT IS ANTICIPATED THAT THIS PROJECT WILL LAST ONE CONSTRUCTION SEASON.

1.2 SITE INVENTORY

1.2.1 TOPOGRAPHY
US 5 GENERALLY PARALLELS THE CONNECTICUT RIVER AND IS LOCATED ALONG THE LOWER WESTERN EDGE OF THE VALLEY. BEGINNING AT THE SOUTHERN END OF THE PROJECT, US 5 ASCENDS 30 FEET IN ELEVATION TO HIGH STREET WHERE IT THEN FLATTENS BEFORE ASCENDING AGAIN AS IT PROGRESSES TO THE NORTH. THE TOPOGRAPHY TO THE WEST IS CHARACTERIZED BY INCREASING ELEVATION PROGRESSING UP THE VALLEY. TO THE EAST, ELEVATIONS DESCEND TO THE CONNECTICUT RIVER.

1.2.2 DRAINAGE, WATERWAYS, BODIES OF WATER, AND PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES
THE WHETSTONE BROOK IS CARRIED BELOW US 5 AT THE SOUTHERN END OF THE PROJECT WHERE IT THEN DISCHARGES TO THE CONNECTICUT RIVER. STORM WATER RUNOFF WITHIN THE PORTION OF THE PROJECT AREA NORTH OF THE WHETSTONE BROOK IS COLLECTED VIA A CLOSED DRAIN SYSTEM WHICH ULTIMATELY DISCHARGES INTO THE WHETSTONE BROOK THROUGH A 42" DIAMETER OUTFALL IN THE NORTH BRIDGE ABUTMENT. STORM WATER RUNOFF WITHIN THE PORTION OF THE PROJECT JUST SOUTH OF THE WHETSTONE BROOK IS COLLECTED VIA CLOSED DRAINAGE SYSTEMS WHICH ALSO DISCHARGE TO THE WHETSTONE BROOK.

1.2.3 VEGETATION
THE PROJECT IS WITHIN AN URBAN AREA AND AS SUCH VEGETATION IS MINIMAL AND IS COMPRISED OF LAWNS AND LANDSCAPED AREAS. DISTURBANCES TO VEGETATED AREAS IS ANTICIPATED TO BE MINIMAL AND ALL DISTURBED AREA ASSOCIATED WITH CONSTRUCTING THE PROPOSED SIDEWALKS WILL BE RESTORED IN KIND. DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES.

1.2.4 SOILS
ALL SOIL DATA WAS OBTAINED FROM THE VERMONT CENTER FOR GEOGRAPHIC INFORMATION WEBSITE AND THE VERMONT NRCS WEBSITE. SOILS DATA WAS DOWNLOADED FOR THE PROJECT AREA AND OVERLAID ONTO THE DESIGN. THE ONLY SOILS ON THE PROJECT SITE IS QUONSET AND WARWICK SOILS, 2 TO 8 PERCENT SLOPES AND THE SITE CLOSELY BORDERS WINDSOR LOAMY FINE SAND, 25 TO 60 PERCENT SLOPES TO THE EAST. THE "K FACTOR" FOR BOTH SOILS IS REPORTED TO BE IN THE RANGE OF 0.17 TO 0.24. THE SOIL IS CONSIDERED ERODIBLE OR POTENTIALLY ERODIBLE DUE TO SIGNIFICANT SLOPES.

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:
0.0-0.23 = LOW EROSION POTENTIAL
0.24-0.36 = MODERATE EROSION POTENTIAL
0.37 AND HIGHER = HIGH EROSION POTENTIAL

1.2.5 SENSITIVE RESOURCE AREAS
CRITICAL HABITATS: NO
HISTORICAL OR ARCHEOLOGICAL AREAS: YES. LIES IN SOUTHEAST CORNER EAST OF FENCELINE AND OUTSIDE OF PROJECT AREA.
PRIME AGRICULTURAL LAND: NO
THREATENED AND ENDANGERED SPECIES: NO
WATER RESOURCE: WHETSTONE BROOK
WETLANDS: NO

1.3 RISK EVALUATION

THIS PROJECT DOES NOT FALL UNDER THE JURISDICTION OF GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES FOR LOW RISK PROJECTS. HOWEVER, ANY MODIFICATIONS TO THE PROJECT THAT INCREASES THE RISK TO ENVIRONMENTAL RESOURCES SHALL BE EVALUATED IN ACCORDANCE WITH THE PERMIT REQUIREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

1.4 EROSION PREVENTION AND SEDIMENT CONTROL

THE EROSION CONTROL PLANS ARE MEANT AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. THE PRINCIPLES OUTLINED IN THIS NARRATIVE CONSIST OF APPLYING MEASURES THROUGHOUT CONSTRUCTION OF THE PROJECT IN ORDER TO MINIMIZE SEDIMENT TRANSPORT TO THE RECEIVING WATERS. THE MEASURES INCLUDE STABILIZATION AND STRUCTURAL PRACTICES, STORM WATER CONTROLS AND OTHER POLLUTION PREVENTION PRACTICES. THEY HAVE BEEN PROPOSED BY THE DESIGNER AS A BASIS FOR PROTECTING RESOURCES AND WILL NEED TO SUPPLEMENTED OR MODIFIED BASED ON THE SPECIFIC MEANS AND METHODS OF THE CONTRACTOR. REFER TO THE LOW RISK SITE HANDBOOK AND APPROPRIATE DETAIL SHEETS FOR SPECIFIC GUIDANCE AND CONSTRUCTION DETAILING.

ALL MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

1.4.1 MARK SITE BOUNDARIES
SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES AS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

1.4.2 LIMIT DISTURBANCE AREA
PREVENTING INITIAL SOIL EROSION BY MINIMIZING THE EXPOSED AREA IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY OPENING UP EARTH AS NECESSARY. THIS CAN LIMIT THE AREA THAT WILL BE DISTURBED AND EXPOSED TO EROSION. EMPLOY TEMPORARY CONSTRUCTION STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE. FOR PROJECTS WHICH FALL UNDER THE CONSTRUCTION GENERAL PERMIT, ONLY THE ACREAGE LISTED ON THE PERMIT AUTHORIZATION MAY BE EXPOSED AT ANY GIVEN TIME. THE LENGTH OF TIME THAT SOIL IS EXPOSED SHALL BE KEPT TO A MINIMUM AT ALL TIMES. ONCE EACH CONSTRUCTION PHASE IS COMPLETED, THE SOILS SHALL BE STABILIZED TO THE SATISFACTION OF THE ENGINEER BEFORE PROCEEDING TO THE NEXT PHASE. REFER TO THE TRAFFIC MANAGEMENT PLANS FOR SUGGESTED CONSTRUCTION PHASING.

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE ESTABLISHED WHEREVER POSSIBLE.

1.4.3 SITE ENTRANCE/EXIT STABILIZATION
TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MINIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTORS PROGRESS SCHEDULE.

ALL WORK IS ANTICIPATED TO BE COMPLETED WITHIN THE EXISTING ROADWAY; THEREFORE STABILIZED CONSTRUCTIONS ARE NOT ANTICIPATED TO BE REQUIRED.

1.4.4 INSTALL SEDIMENT BARRIERS
SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED PRIOR TO ANY UP SLOPE WORK.

SILT FENCE SHALL BE INSTALLED AS PROPOSED ON THE EPSC PLAN OR AS DIRECTED BY THE ENGINEER.

INLET PROTECTION DEVICES SHALL BE EMPLOYED WHERE SHOWN ON THE PLANS AND MAINTAINED REGULARLY.

1.4.5 DIVERT UPLAND RUNOFF
DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AREA AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCTION SITE.

OFFSITE RUNOFF ANTICIPATED TO BE IN THE FORM OF CONCENTRATED GUTTER FLOW AND SHALL BE DIVERTED AROUND OPEN CONSTRUCTION AREAS OR INTERCEPTED PRIOR TO ENTERING CONSTRUCTION AREAS.

1.4.6 CONSTRUCT PERMANENT CONTROLS
PERMANENT EROSION CONTROLS ARE NOT ANTICIPATED FOR THIS PROJECT.

1.4.7 STABILIZE EXPOSED SOILS DURING CONSTRUCTION
ALL AREAS OF DISTURBANCE MUST HAVE TEMPORARY STABILIZATION IN PLACE WITHIN 48 HOURS OF DISTURBANCE.

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS. BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1:3.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SOILS.

1.4.8 WINTER STABILIZATION
VARIOUS MEASURES SPECIFIC TO WINTER MAY BE NECESSARY SHOULD THE PROJECT EXTEND INTO WINTER (OCTOBER 15 THROUGH APRIL 15). REFER TO THE LOW RISK SITE HANDBOOK FOR GUIDANCE.

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SURFACES.

1.4.9 STABILIZE SOIL AT FINAL GRADE
EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

SEED, MULCH, FERTILIZER AND LIME SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED INSTEAD OF MULCH.

1.4.10 DE-WATERING ACTIVITIES
DISCHARGE FROM DEWATERING ACTIVITIES THAT FLOWS OFF OF THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS.

DEWATERING IS NOT ANTICIPATED ON THIS PROJECT. IF DEWATERING IS REQUIRED TO FACILITATE THE INSTALLATION OF THE DRAINAGE THEN THE CONTRACTOR SHALL DEVELOP SPECIFIC MEANS FOR TREATMENT OF DISCHARGE FOR APPROVAL BY THE ENGINEER PRIOR TO STARTING OF THAT WORK WHICH REQUIRES DEWATERING.

1.4.11 INSPECT YOUR SITE
INSPECT THE PROJECT SITE BASED ON SPECIAL PROVISION REQUIREMENTS AND LOW RISK SITE HANDBOOK GUIDANCE.

1.5 SEQUENCE AND STAGING

THE CONTRACT DOCUMENTS INCLUDE A SUGGESTED TRAFFIC MANAGEMENT PLAN. THIS SUGGESTED PHASING SHALL INCORPORATE THE PROPOSED EPSC MEASURES. IF THE CONTRACTOR WISHES TO PROPOSE AN ALTERNATE PHASING THEN THIS SECTION WILL BE DEVELOPED BY THE CONTRACTOR USING THE GUIDANCE OUTLINED IN THE VTRANS EPSC PLAN CONTRACTOR CHECKLIST.

1.5.1 CONSTRUCTION SEQUENCE

1.5.2 OFF-SITE ACTIVITIES
IN ADDITION TO THE CONTRACTOR CHECKLIST ANY ACTIVITIES OUTSIDE THE CONSTRUCTION LIMITS SHALL FOLLOW SUBSECTIONS 105.25- 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000 (24)

FILE NAME: z08d044ecnar.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: E. ATKINS
EROSION CONTROL NARRATIVE

PLOT DATE: 4/8/2010
DRAWN BY: M. BONADIO
CHECKED BY: E.ATKINS
SHEET 112 OF 163

BARRIER FENCE (LINE STYLE)
653.50

BRUSH LAYER
DETAIL

CHECK DAM (LINE STYLE)
653.25, DETAIL

COFFERDAM (LINE STYLE)
208.40

CURB DROP INLET PROTECTION
653.40, DETAIL

DUST CONTROL
609.10 & 609.15

PIPE INLET PROTECTION
653.40, DETAIL

EXCAVATED DROP INLET PROTECTION
653.40, DETAIL

FIBER ROLL (EROSION LOG)
653.60, DETAIL

FILTER BAG
653.45, DETAIL

FILTER FABRIC DROP INLET PROTECTION
653.40, DETAIL

LIVE CUTTINGS/LIVE STAKES PLANTING
DETAIL

LIVE FASCINE
653.65, DETAIL

PROJECT DEMARCATION FENCE (LINE STYLE)
653.55

ROLLED EROSION CONTROL PRODUCT (RECP)
653.20 (TEMP. EROSION MATTING)

SEDIMENT BASIN
INCIDENTAL TO COFFERDAM 208.40

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

STANDARD SYMBOLS

SILT FENCE(LINE STYLE)
649.51, DETAIL

SILT FENCE WOVEN WIRE(LINE STYLE)
649.515, DETAIL

STABILIZED CONSTRUCTION ENTRANCE
653.35, DETAIL, VEHICLE TRACKING PAD

STONE & BLOCK DROP INLET PROTECTION
653.40, DETAIL

SURFACE ROUGHENING
INCIDENTAL TO CONTRACT

TURBIDITY CURTAIN
649.61, DETAIL, FILTER CURTAIN

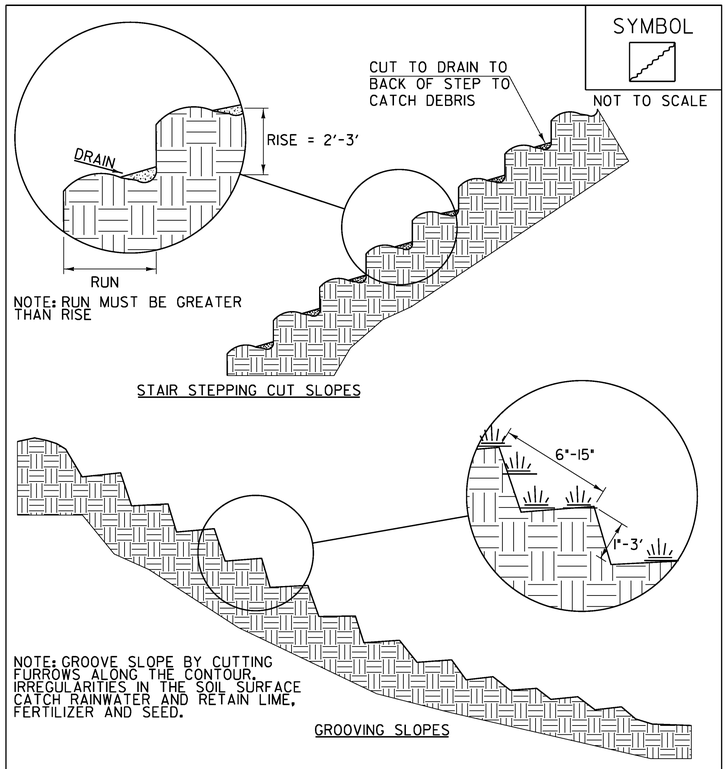
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

STANDARD SYMBOLS

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044ecdet.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY:
EPSC EROSION CONTROL LEGEND

PLOT DATE: 3/12/2010
DRAWN BY: A.ACHARYA
CHECKED BY: D. SPENCER
SHEET 113 OF 163



ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SURFACE ROUGHENING

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT

REVISIONS	
APRIL 1, 2008	WHF
JANUARY 13, 2009	WHF

VAOT RURAL AREA MIX

	LBS/AC				
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
37.5%	22.5	45	CREEPING RED FESCUE	85%	98%
37.5%	22.5	45	TALL FESCUE	90%	95%
5.0%	3	6	RED TOP	90%	95%
15.0%	9	18	BIRDSFOOT TREFOIL	85%	98%
5.0%	3	6	ANNUAL RYE GRASS	85%	95%
100%	60	120			

VAOT URBAN AREA MIX

	LBS/AC				
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
42.5%	34	68	CREEPING RED FESCUE	85%	98%
10.0%	8	16	PERENNIAL RYE GRASS	90%	95%
42.5%	34	68	KENTUCKY BLUE GRASS	85%	85%
5.0%	4	8	ANNUAL RYE GRASS	85%	95%
100%	80	160			

GENERAL GUIDANCE

FERTILIZER		LIME	
BROADCAST	HYDROSEED	BROADCAST	HYDROSEED
10-20-10	19-19-19	PELLETIZED	LIQUID
500 LBS/AC		2 TONS/AC	4.4 GAL/AC

CONSTRUCTION GUIDANCE

1. RURAL SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
2. URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN AREAS DISTURBED BY THE CONTRACTOR.
3. ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
4. FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
5. HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
6. TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
7. HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED
8. TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

ADAPTED FROM VTRANS TECHNICAL LANSCAPE MAUAL FOR ROADWAYS AND TRANSPORTATION FACILITIES

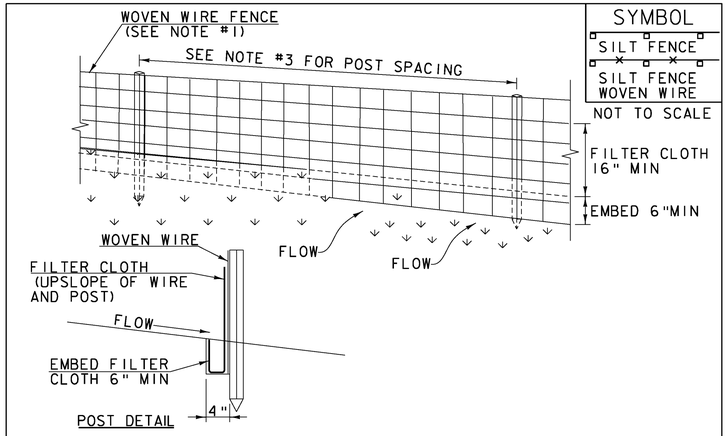
TURF ESTABLISHMENT

REVISIONS	
JUNE 23, 2009	WHF
JANUARY 15, 2010	WHF

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044ecdet.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY:
EPSC EROSION CONTROL DETAILS SHEET

PLOT DATE: 3/12/2010
DRAWN BY: A.ACHARYA
CHECKED BY: D. SPENCER
SHEET 114 OF 163



CONSTRUCTION SPECIFICATIONS

1. WOVEN WIRE REINFORCED FENCE IS REQUIRED WITHIN 100' UPSLOPE OF RECEIVING WATERS WHEN THE PROJECT FALLS UNDER A CONSTRUCTION STORMWATER PERMIT. WOVEN WIRE SHALL BE A MIN. 14 GAUGE WITH A 6" MAX. MESH OPENING.

2. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI100X, STABILINKA T140N OR APPROVED EQUIVALENT.

3. POST SPACING FOR WIRE-BACKED FENCE SHALL BE 10' MAXIMUM. FOR FILTER-CLOTH FENCE, WHEN ELONGATION IS >50%, POST SPACING SHALL NOT EXCEED 4' AND WHEN ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 6'.

4. WOVEN WIRE FENCE IS TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. FILTER CLOTH IS TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.

5. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6" AND FOLDED.

6. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE, OR APPROVED EQUIVALENT.

7. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.

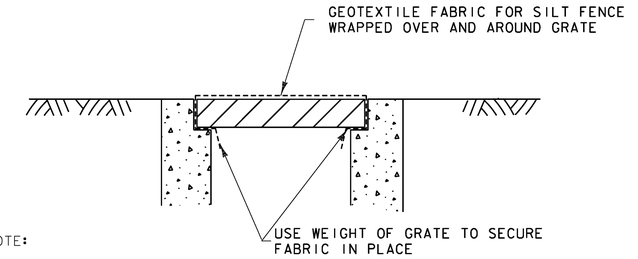
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SILT FENCE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 649 AND AS SHOWN IN THE PLANS FOR GEOTEXTILE FOR SILT FENCE (PAY ITEM 649.51) OR GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED (PAY ITEM 649.515).

REVISIONS	
MARCH 21, 2008	WHF
DECEMBER 11, 2008	WHF
JANUARY 13, 2009	WHF



NOTE:

THE CONTRACTOR SHALL INSPECT ALL INSTALLATIONS DAILY AND REPAIR/REPLACE FABRIC AS REQUIRED OR REMOVE AND DISPOSE OF COLLECTED DEBRIS. NO DEBRIS SHALL BE DISPOSED OF INTO INLETS.

TYPICAL FILTER FABRIC INSTALLATION FOR INLET PROTECTION IN AREAS SUBJECT TO TRAFFIC

INLET PROTECTION

APPLICATION NOTES:

A. THE PRIMARY PURPOSE OF INLET PROTECTION IS TO PREVENT SEDIMENT FROM ENTERING A DRAINAGE STRUCTURE, WHILE STILL ALLOWING THE WATER TO DRAIN. THIS WORKS BY PONDING THE WATER, WHICH WILL ALLOW THE SEDIMENT TO FALL OUT OF SUSPENSION, BEFORE THE WATER ENTERS THE STRUCTURE.

B. THESE EXAMPLES OF INLET PROTECTION ARE NOT INTENDED TO CAUSE STORMWATER TO BYPASS THE STRUCTURE AND CREATE ADDITIONAL EROSION OR FLOODING. IN THE CASE WERE THE INLET PROTECTION STRUCTURE HAS CAUSED WATER TO BYPASS THE DRAINAGE STRUCTURE, ADDITIONAL PROTECTION DEVICES WILL BE REQUIRED. POSSIBLE MODIFICATIONS MAY INCLUDE ADDING CHECK DAMS UPSTREAM OF THE INLET TO CREATE MORE PONDING AND TO SLOW VELOCITIES. A BERM DOWNSTREAM OF THE INLET TO CREATE ADDITIONAL PONDING MAY ALSO BE UTILIZED.

C. DETAILS SHOWN SHALL BE USED FOR TEMPORARY INSTALLATION ONLY.

D. USE OF PREFABRICATED INLET PROTECTION SHALL BE AS APPROVED IN THE EPSCP.

GENERAL NOTES:

1. SILT FENCE GEOTEXTILE SHALL BE A SINGLE CONTINUOUS PIECE TO MINIMIZE UNNECESSARY JOINTS.

2. INLET PROTECTION SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE STORMWATER TO LEAVE THE CONSTRUCTION SITE, UNLESS OTHERWISE INDICATED ON THIS SHEET.

3. INLET PROTECTION SHALL BE CLEANED AND REPAIRED AS NEEDED. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE HEIGHT OR AS RECOMMENDED BY THE MANUFACTURER. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED WASTE SITE.

4. PREFABRICATED INLET PROTECTION SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATION.

5. PAYMENT SHALL BE MADE UNDER CONTRACT ITEM 653.40 INLET PROTECTION DEVICE, TYPE I (FILTER FABRIC).

INLET PROTECTION DEVICE, TYPE I (FILTER FABRIC)

NOT TO SCALE

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044ecdet.dgn	PLOT DATE: 3/12/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: A.ACHARYA
DESIGNED BY:	CHECKED BY: D. SPENCER
EPSC EROSION CONTROL DETAILS SHEET	SHEET 115 OF 163

LEGEND

- SOIL TYPE BOUNDARY
- 270 — 5' INTERVAL CONTOUR
- 1' INTERVAL CONTOUR
- EXIST. PROPERTY/ROW LINE
- LIMIT OF WORK

SOIL LEGEND

SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
3B = QUONSET AND WARWICK SOILS 2 TO 8 PERCENT SLOPES	A	0.20
5E = WINDSOR LOAMY FINE SAND 25 TO 60 PERCENT SLOPES	A	0.17
24 = PODUCK FINE SANDY LOAM	B	0.24

N

VT STATE PLANE GRID

US RTE 5 CURVE #1 DATA
Δ = 39°53'25.16" LT
D = 34°43'28.97"
R = 165.00
T = 59.88
L = 114.88
E = 10.53
BANK = N/A

ESPC MATCH LINE STA. 10+00.00
EXISTING CONDITIONS PLAN SHEET 2

POT US ROUTE 5 STA. 7+65
BEGIN PROJECT STP 2000(24)

US ROUTE 5 STA. 8+57.96=
VT ROUTE 119 STA. 40+00.00

POC VT ROUTE 119 STA. 42+50.00
END COLD PLANE AND OVERLAY
END PROJECT STP 2000(24)

VT RTE 119 CURVE #1 DATA
Δ = 19°00'42.80" LT
D = 10°48'37.89"
R = 530.00
T = 88.75
L = 175.86
E = 7.38
BANK = N/A

VT RTE 119 CURVE # 2 DATA
Δ = 15°19'50.19" RT
D = 11°27'32.96"
R = 500.00
T = 67.29
L = 133.78
E = 4.51

LIMIT OF CUT AND FILL (TYP.)

VT ROUTE 119 STA. 40+95.29=
VT ROUTE 142 STA. 114+03.37

POT VT ROUTE 142 STA. 112+70
END CONSTRUCTION

VT RTE 142 CURVE #2 DATA
Δ = 24°02'20.76" LT
D = 104°10'26.92"
R = 55.00
T = 11.71
L = 23.08
E = 1.23
BANK = N/A

VT RTE 142 CURVE #1 DATA
Δ = 6°53'09.15" LT
D = 38°11'49.87"
R = 150.00
T = 9.02
L = 18.03
E = 0.27
BANK = N/A

AHD 7+25.00
BK 110+79.74
EQ. = -10,354.74'

TO GUILFORD, VT

TO HINSDALE, NH

TO VERNON, VT

US ROUTE 5
CANAL STREET

VT ROUTE 119
BRIDGE STREET

VT ROUTE 142
VERNON STREET

WHETSTONE BROOK

20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr_epscexcon.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: M. BONADIO
DESIGNED BY: E. ATKINS	CHECKED BY: D. SPENCER
EPSC EXISTING CONDITIONS PLAN SHEET 1	SHEET 116 OF 163

LEGEND

-·-·-·-	SOIL TYPE BOUNDARY
—270—	5' INTERVAL CONTOUR
------	1' INTERVAL CONTOUR
—·—·—	EXIST. PROPERTY/ROW LINE
—△—	LIMIT OF WORK

SOIL LEGEND

SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
3B = QUONSET AND WARWICK SOILS 2 TO 8 PERCENT SLOPES	A	0.20
5E = WINDSOR LOAMY FINE SAND 25 TO 60 PERCENT SLOPES	A	0.17
24 = PODUCK FINE SANDY LOAM	B	0.24

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_epscexcon.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: E. ATKINS
EPSC EXISTING CONDITIONS PLAN SHEET 2

PLOT DATE: 4/8/2010
DRAWN BY: M. BONADIO
CHECKED BY: D. SPENCER
SHEET 117 OF 163

LEGEND

- SOIL TYPE BOUNDARY
- 270 — 5' INTERVAL CONTOUR
- 1' INTERVAL CONTOUR
- EXIST. PROPERTY/ROW LINE
- LIMIT OF WORK

SOIL LEGEND

SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
3B = QUONSET AND WARWICK SOILS 2 TO 8 PERCENT SLOPES	A	0.20
5E = WINDSOR LOAMY FINE SAND 25 TO 60 PERCENT SLOPES	A	0.17
24 = PODUCK FINE SANDY LOAM	B	0.24

VT STATE PLANE GRID N

MATCH LINE STA. 15+00.00 EPSC EXISTING CONDITIONS PLAN SHEET 2

MATCH LINE STA. 20+00.00 EPSC EXISTING CONDITIONS PLAN SHEET 4

POT VT ROUTE 9 (HIGH ST) STA. 70+25
END CONSTRUCTION

S86° 56' 35.85"E
161.86'

US ROUTE 5 STA. 17+96.08
US ROUTE 5 STA. 17+96.08 (4.59' RIGHT)
US ROUTE 5 STA. 17+89.45=
VT ROUTE 9 STA. 71+61.86
LIMIT OF CUT AND FILL (TYP.)

LIMIT OF CUT AND FILL (TYP.)

N20° 02' 10.23"W
455.94'

N16° 55' 48.61"W
654.55

US ROUTE 5
MAIN STREET
VT ROUTE 9 HIGH STREET
MAIN ST.

MIDTOWN MALL
#16 – 28 LAW OFFICES
BRICK STEPS
CONC. SIDEWALK
GRANITE CURB
CONC. DRIVEWAY
ULTIMATE IMPRESSIONS
SCHAFF OPTICANS
THAI BAMBOO
#116 GALANES VERMONT SHOP
#120 BOOK CELLAR
#122 BRILLIANCE INTERNATIONAL ARTS AND CRAFTS
EMPTY
BROOK HOUSE MALL
#132 ADAGIO
MOLE'S EYE CAFE BSMT FLR EL 278.36
KITCHEN SYNC
#115 BEADNICKS
#119 MYSTERY ON MAIN ST.
#125 DELECTABLE MOUNTAIN CLOTHES
#127 APT. (2ND)
#129 ZEPHYR DESIGNS
#135 VERDE
#137 SHOE TREE
#141 RENAISSANCE JEWELRY
#143A IN THE MOMENT
#143 GALLERY IN THE WOODS
VACANT
VACANT
RIVER GARDEN
BRATTLEBORO BICYCLES
SAVE THE CORPORATIONS
#181-3 A CANDLE IN THE NIGHT
#185 KEY BANK
BRICK WALK
GAZEBO
WINDHAM FLOWERS
#180 CHAMBER OF COMMERCE
#182 BROWN AND ROBERTS
SIGNAL BOX
TRAFFIC SIGNAL
USPS-MB HYD
3b

20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr_epscexcon.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: M. BONADIO
DESIGNED BY: E. ATKINS	CHECKED BY: D. SPENCER
EPSC EXISTING CONDITIONS PLAN SHEET 3	SHEET 118 OF 163

LEGEND

- SOIL TYPE BOUNDARY
- 270 — 5' INTERVAL CONTOUR
- 1' INTERVAL CONTOUR
- EXIST. PROPERTY/ROW LINE
- LIMIT OF WORK

SOIL LEGEND

SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
3B = QUONSET AND WARWICK SOILS 2 TO 8 PERCENT SLOPES	A	0.20
5E = WINDSOR LOAMY FINE SAND 25 TO 60 PERCENT SLOPES	A	0.17
24 = PODUCK FINE SANDY LOAM	B	0.24

VT STATE PLANE GRID

MATCH LINE STA. 20+00.00
EPSC EXISTING CONDITIONS PLAN SHEET 3

MATCH LINE STA. 129+00
EPSC EXISTING CONDITIONS SHEET 5

POT GROVE STREET STA. 80+70
END CONSTRUCTION

US ROUTE 5 STA. 127+67.74=
VT RTE 30 STA. 221+06.55

US RTE 5 CURVE #4 DATA
Δ = 15°52'26.17" LT
D = 11°27'32.96"
R = 500.00
T = 69.71
L = 138.53
E = 4.84
BANK = N/A

L = 197.13
E = 9.87
BANK = N/A

US ROUTE 5 STA. 127+96.53=
HARRIS PLACE STA. 90+00.00

POC US ROUTE 5 AND
VT ROUTE 9 (MAIN ST) STA. 128+25
VT ROUTE 30 (LINDEN ST) STA. 221+63.83
END PROJECT STP 2000(24)

US ROUTE 5 STA. 23+61.65=
VT ROUTE 30 STA. 220+57.26=
LIMIT OF CUT AND FILL (TYP.)

US ROUTE 5 STA. 23+90.74=
VT ROUTE 30 STA. 220+86.36=
GROVE STREET STA. 81+27.34

AHD 127+49.47
BK 23+92.67
EQ. =+10,356.80'

POT HARRIS PLACE STA. 90+35
END CONSTRUCTION

LIMIT OF CUT AND FILL (TYP.)

LIMIT OF CUT AND FILL (TYP.)

THE FIRST BAPTIST CHURCH
#196 MASONIC TEMPLE
#204 POST OFFICE
#193 CONGREGATIONAL CHURCH
BSMT FLR EL 279.60
#207 GIBSON-AIKEN CENTER
#213 FAIR POINT COMMUNICATIONS
#215 TD BANK
STONE REAL ESTATE #214-218
OMEGA OPTICAL
US RT 5/VT RT 9 MAIN STREET
N16°55'48.61"W 654.55
N74°48'12.53"E 127.34'
N73°42'05.41"E 145.93'
PAVED PARKING
DRIVEWAY
HARRIS PLACE

20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr_epscexcon.dgn	PLOT DATE: 3/12/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: M. BONADIO
DESIGNED BY: E. ATKINS	CHECKED BY: D. SPENCER
EPSC EXISTING CONDITIONS PLAN SHEET 4	SHEET 119 OF 163

LEGEND

- SOIL TYPE BOUNDARY
- 270 — 5' INTERVAL CONTOUR
- 1' INTERVAL CONTOUR
- EXIST. PROPERTY/ROW LINE
- LIMIT OF WORK

SOIL LEGEND

SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
3B = QUONSET AND WARWICK SOILS 2 TO 8 PERCENT SLOPES	A	0.20
5E = WINDSOR LOAMY FINE SAND 25 TO 60 PERCENT SLOPES	A	0.17
24 = PODUCK FINE SANDY LOAM	B	0.24

VT STATE PLANE GRID

VT RTE 30 CURVE #2 DATA
Δ = 4°09'29.62" LT
D = 5°43'46.48"
R = 1000.00
T = 36.30
L = 72.57
E = 0.66
BANK = N/A

VT RTE 30 CURVE #3 DATA
Δ = 5°57'56.60" LT
D = 5°43'46.48"
R = 1000.00
T = 52.11
L = 104.12
E = 1.36
BANK = N/A

US RTE 5 CURVE #5 DATA
Δ = 15°52'26.17" RT
D = 11°27'32.96"
R = 500.00
T = 69.71
L = 138.53
E = 4.84

US RTE 5 CURVE #6 DATA
Δ = 21°13'49.26" RT
D = 45°51'11.84"
R = 125.00
T = 23.43
L = 46.32
E = 2.18
BANK = N/A

US RTE 5 CURVE #7 DATA
Δ = 7°52'03.51" RT
D = 15°29'07.24"
R = 370.00
T = 25.44
L = 50.81
E = 0.87
BANK = N/A

VT RTE 30 CURVE #4 DATA
Δ = 2°58'43.26" RT
D = 6°13'40.09"
R = 920.00
T = 23.92
L = 47.83
E = 0.31
BANK = N/A

MATCH LINE STA. 129+00.00 EPSC EXISTING CONDITIONS SHEET 5

TO/WEST DUMMERSTON, VT

PROJECT NAME:	BRATTLEBORO	
PROJECT NUMBER:	STP 2000(24)	
FILE NAME: z08d044bdr_epscexcon.dgn		PLOT DATE: 3/12/2010
PROJECT LEADER: KEN UPMAL		DRAWN BY: M. BONADIO
DESIGNED BY: E. ATKINS		CHECKED BY: D. SPENCER
EPSC EXISTING CONDITIONS PLAN SHEET 5		SHEET 120 OF 163

N

VT STATE PLANE GRID

US RTE 5 CURVE #1 DATA
Δ = 39°53'25.16" LT
D = 34°43'28.97"
R = 165.00
T = 59.88
L = 114.88
E = 10.53
BANK = N/A

MATCH LINE STA. 10+00.00 EPSC CONSTRUCTION SITE PLAN SHEET 2

LIMIT OF SIDEWALK RECONSTRUCTION

POT US ROUTE 5 STA. 7+65
BEGIN PROJECT STP 2000(24)

US ROUTE 5 STA. 8+57.96=
VT ROUTE 119 STA. 40+00.00

LIMIT OF SIDEWALK RECONSTRUCTION

LIMIT OF CUT AND FILL (TYP.)

LIMIT OF SIDEWALK RECONSTRUCTION

LIMIT OF SIDEWALK RECONSTRUCTION

LIMIT OF CUT AND FILL (TYP.)

LIMIT OF SIDEWALK RECONSTRUCTION

LIMIT OF SIDEWALK RECONSTRUCTION

POC VT ROUTE 119 STA. 42+50.00
END COLD PLANE AND OVERLAY
END PROJECT STP 2000(24)

VT RTE 119 CURVE #1 DATA
Δ = 19°00'42.80" LT
D = 10°48'37.89"
R = 530.00
T = 88.75
L = 175.86
E = 7.38
BANK = N/A

VT RTE 119 STA. 40+95.29=
VT ROUTE 142 STA. 114+03.37

LIMIT OF CUT AND FILL (TYP.)

LIMIT OF SIDEWALK RECONSTRUCTION

POT VT ROUTE 142 STA. 112+70
END CONSTRUCTION

VT RTE 142 CURVE #2 DATA
Δ = 24°02'20.76" LT
D = 104°10'26.92"
R = 55.00
T = 11.71
L = 23.08
E = 1.23
BANK = N/A

VT RTE 142 CURVE #1 DATA
Δ = 6°53'09.15" LT
D = 38°11'49.87"
R = 150.00
T = 9.02
L = 18.03
E = 0.27
BANK = N/A

VT RTE 119 CURVE # 2 DATA
Δ = 15°19'50.19" RT
D = 11°27'32.96"
R = 500.00
T = 67.29
L = 133.78
E = 4.51

AHD 7+25.00
BK 110+79.74
EQ. = -10,354.74'

TOPSOIL
VT RTE 142 113+14 RT ~ 113+61 RT

INLET PROTECTION DEVICE, TYPE I (FILTER FABRIC)
US RTE 5 7+69 LT (EXISTING DI)
US RTE 5 8+12 RT (EXISTING AND PROPOSED DI)
US RTE 5 8+33 LT (EXISTING DI)
US RTE 5 8+65 LT (EXISTING DI)
VT RTE 119 40+67 RT (EXISTING DI)
VT RTE 119 40+78 RT (EXISTING AND PROPOSED DI)
VT RTE 119 41+32 RT (EXISTING DI)
VT RTE 119 41+87 LT (EXISTING DI)
VT RTE 142 112+77 (EXISTING DI)
VT RTE 142 113+62 RT (EXISTING DI)

GEOTEXTILE FOR SILT FENCE
US RTE 5 7+73 LT ~ 8+03 LT
VT RTE 142 113+14 RT ~ 113+73 RT

SEED
VT RTE 142 113+14 RT ~ 113+61 RT

SEED, WINTER RYE
VT RTE 142 113+14 RT ~ 113+61 RT

FERTILIZER
VT RTE 142 113+14 RT ~ 113+61 RT

AGRICULTURAL LIMESTONE
VT RTE 142 113+14 RT ~ 113+61 RT

HAY MULCH
VT RTE 142 113+14 RT ~ 113+61 RT

PROJECT DEMARCATION FENCE
US RTE 5 7+69 ~ 7+99 LT
VT RTE 142 113+10 RT ~ 113+59 RT

LEGEND

- SOIL TYPE BOUNDARY
- 270 — 5' INTERVAL PROPOSED CONTOUR
- 1' INTERVAL PROPOSED CONTOUR
- 270 — 5' INTERVAL EXISTING CONTOUR
- 1' INTERVAL EXISTING CONTOUR
- EXIST. PROPERTY/ROW LINE
- LIMIT OF WORK
- PDF — PROJECT DEMARCATION FENCE (LIMIT OF DISTURBANCE)

NOTES:

1. THESE PLANS SHOW A CONCEPTUAL EROSION PREVENTION AND SEDIMENT CONTROL PLAN. THE CONTRACTOR MUST SUBMIT A TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL PLAN FOR APPROVAL.
2. TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL MEASURES ARE CONCEPTUALLY SHOWN. THE CONTRACTOR MAY RELOCATE TEMPORARY MEASURES TO IMPROVE EROSION PREVENTION AND SEDIMENT CONTROL WITH APPROVAL OF THE RESIDENT ENGINEER AND ON SITE COORDINATOR. SILT FENCE SHALL NOT BE INSTALLED ACROSS CONTOURS.
3. THE CONTRACTOR SHALL USE OTHER TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL MEASURES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER AND ON SITE COORDINATOR.
4. REFER TO TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL DETAIL SHEETS FOR ADDITIONAL DETAILS.

20 0 20

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_epsccont.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: E. ATKINS
EPSC CONSTRUCTION SITE PLAN SHEET 1

PLOT DATE: 4/8/2010
DRAWN BY: M. BONADIO
CHECKED BY: D. SPENCER
SHEET 121 OF 163


VT STATE PLANE GRID
N
INLET PROTECTION DEVICE, TYPE I
(FILTER FABRIC)
US RTE 5 11+46 LT (EXISTING DI)
US RTE 5 12+82 RT (EXISTING DI)
US RTE 5 13+50 LT (EXISTING DI)
US RTE 5 14+21RT (EXISTING DI)
FLAT STREET
ELLIOT STREET
HOTEL PHARMACY
#15 TAYLOR FLOWERS
POT ELLIOT STREET STA. 60+10
END CONSTRUCTION
US RTE 5 CURVE #2 DATA
Δ = 16°06'34.53" LT
D = 34°43'28.97"
R = 165.00
T = 23.35
L = 46.39
E = 1.64
BANK = N/A
POT FLAT STREET STA. 51+35
END CONSTRUCTION
LIMIT OF SIDEWALK RECONSTRUCTION
#14 HENRY & LLOYD
#12 BOOMERANG
#10 CHRISTIAN SCIENCE READING ROOM
SALON JACQUE
#00 CHITTENDEN BANK
VERMONT ARTISAN DESIGN
PC 12+08.72
PT 12+55.11
LIMIT OF CUT AND FILL (TYP.)
MATCH LINE STA. 10+00.00
EPSC CONSTRUCTION SITE PLAN SHEET 1
MATCH LINE STA. 15+00.00
EPSC CONSTRUCTION SITE PLAN SHEET 3
N10°55'11.78"W
320.05'
N27°01'46.31"W
85.02'
N20°02'10.23"W
455.94'
N88°31'48.64"E
167.94'
N80°12'08.75"E
147.05'
US ROUTE 5
MAIN STREET
CONC. SIDEWALK
GRANITE CURB
CONCRETE CURB
US ROUTE 5 STA. 11+02.22=
FLAT STREET STA. 51+67.94
US ROUTE 5 STA. 13+68.70=
ELLIOT STREET STA. 61+47.05
US RTE 5 CURVE #3 DATA
Δ = 6°59'36.08" LT
PI 12+32.07
PI 13+40.14
#83 DEVONS RICHARDSON
#85 - #91 ANTIQUE STORE
BAKERS CARD SHOP
DISTINCTIVE DECOR
#51 EDWARD JONES
#57 SHIN LA
#73 FIREWORK RESTAURANT
MERRYL LYNCH
VACANT
#39 VACANT
#41 KNIT
#105 BURROWS SPORT SHOP
#107 MILLER BROTHERS
CADY & DEGAN LAW OFFICES
AMY'S BAKERY
24
3b
5e
20 0 20

LEGEND

-·-·-·-·-	SOIL TYPE BOUNDARY
—270—	5' INTERVAL PROPOSED CONTOUR
- - - - -	1' INTERVAL PROPOSED CONTOUR
—270—	5' INTERVAL EXISTING CONTOUR
- - - - -	1' INTERVAL EXISTING CONTOUR
———	EXIST. PROPERTY/ROW LINE
—△—	LIMIT OF WORK
—PDF—	PROJECT DEMARCATION FENCE (LIMIT OF DISTURBANCE)

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2000(24)	
FILE NAME: z08d044bdr_epsccont.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: M. BONADIO
DESIGNED BY: E. ATKINS	CHECKED BY: D. SPENCER
EPSC CONSTRUCTION SITE PLAN SHEET 2	SHEET 122 OF 163

INLET PROTECTION DEVICE, TYPE I
(FILTER FABRIC)

US RTE 5 16+00 LT (EXISTING DI)
US RTE 5 17+40 RT (PROPOSED DI)
US RTE 5 17+35 LT (PROPOSED DI)
US RTE 5 17+48 RT (EXISTING DI)
US RTE 5 17+50 LT (EXISTING DI)
US RTE 5 18+46 LT (EXISTING DI)
US RTE 5 18+49 RT (EXISTING DI)
US RTE 5 18+59 RT (PROPOSED DI)
US RTE 5 19+41 LT (EXISTING DI)
US RTE 5 19+48 RT (EXISTING DI)
VT RTE 9 71+07 LT (EXISTING DI)
VT RTE 9 71+28 RT (EXISTING DI)

VT STATE PLANE GRID
N
3b
POT VT ROUTE 9 (HIGH ST) STA. 70+25
END CONSTRUCTION
LIMIT OF SIDEWALK RECONSTRUCTION
US ROUTE 5 STA. 17+96.08
US ROUTE 5 STA. 17+96.08 (4.59' RIGHT)
US ROUTE 5 STA. 17+89.45=
VT ROUTE 9 STA. 71+61.86
LIMIT OF CUT AND FILL (TYP.)
US ROUTE 5
MAIN STREET
VT ROUTE 9
HIGH STREET
N20°02'10.23"W
455.94'
S86°56'35.85"E
161.86'
N16°55'48.61"W
654.55
16+00
17+00
18+00
19+00
70+00
71+00
MATCH LINE STA. 15+00.00
EPSC CONSTRUCTION SITE PLAN SHEET 2
MATCH LINE STA. 20+00.00
EPSC CONSTRUCTION SITE PLAN SHEET 4
DC
#116 GALANES VERMONT SHOP
#120 BOOK CELLAR
#122 BRILLIANCE INTERNATIONAL ARTS AND CRAFTS
EMPTY
BROOK HOUSE MALL
#132 ADAGIO
MOLE'S EYE CAFE
BSMT FLR EL 278.36
ULTIMATE IMPRESSIONS
SHAFF OPTICANS
MIDTOWN MALL
#16 - 28 LAW OFFICES
THAI BAMBOO
WINDHAM FLOWERS
#180 CHAMBER OF COMMERCE
#182 BROWN AND ROBERTS
GAZEBO
#119 MYSTERY ON MAIN ST.
#125 DELECTABLE MOUNTAIN CLOTHES
#127 APT (2ND)
#129 ZEPHYR DESIGNS
#135 VERDE
#137 SHOE TREE
#141 RENAISSANCE JEWELRY
#143A IN THE MOMENT
#143 GALLERY IN THE WOODS
VACANT
VACANT
RIVER GARDEN
BRATTLEBORO BICYCLES
SAVE THE CORPORATIONS
#183 A CANDLE IN THE NIGHT
KEY BANK
BRICK SIDEWALK
CONC. SIDEWALK
GRANITE CURB
CONCRETE CURB
BRICK WALK
CONC. DRIVEWAY
BRICK STEPS
ROOF DRAINS TO SANITARY SEWER
20 0 20

LEGEND

—·—·—·—	SOIL TYPE BOUNDARY
—270—	5' INTERVAL PROPOSED CONTOUR
- - - - -	1' INTERVAL PROPOSED CONTOUR
—270—	5' INTERVAL EXISTING CONTOUR
- - - - -	1' INTERVAL EXISTING CONTOUR
———	EXIST. PROPERTY/ROW LINE
—△—	LIMIT OF WORK
—PDF—	PROJECT DEMARCATION FENCE (LIMIT OF DISTURBANCE)

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2000(24)	
FILE NAME: z08d044bdr_epsccont.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: M. BONADIO
DESIGNED BY: E. ATKINS	CHECKED BY: D. SPENCER
EPSC CONSTRUCTION SITE PLAN SHEET 3	SHEET 123 OF 163

VT STATE PLANE GRID

N

GEOTEXTILE FOR SILT FENCE

US RTE 5 22+36 RT~ 22+59 RT
US RTE 5 22+42 LT ~ 22+57 LT
US RTE 5 23+61LT ~ GROVE ST. 80+74 RT
US RTE 5 23+66 ~ 127+71RT
US RTE 5 127+70 RT ~ HARRIS PL. 90+32 RT
HARRIS PL 90+27 LT ~ US RTE 5 128+19 RT

SEED

US RTE 5 22+42 LT ~ 22+57 LT
US RTE 5 22+61LT ~ GROVE ST. 80+74 RT
US RTE 5 23+66 RT ~ 23+83 RT
US RTE 5 127+71RT ~ HARRIS PL. 90+31LT

SEED, WINTER RYE

US RTE 5 22+42 LT ~ 22+57 LT
US RTE 5 22+61LT ~ GROVE ST. 80+74 RT
US RTE 5 23+66 RT ~ 23+83 RT
US RTE 5 127+71RT ~ HARRIS PL. 90+31LT

FERTILIZER

US RTE 5 22+42 LT ~ 22+57 LT
US RTE 5 22+61LT ~ GROVE ST. 80+74 RT
US RTE 5 23+66 RT ~ 23+83 RT
US RTE 5 127+71RT ~ HARRIS PL. 90+31LT

AGRICULTURAL LIMESTONE

US RTE 5 22+42 LT ~ 22+57 LT
US RTE 5 22+61LT ~ GROVE ST. 80+74 RT
US RTE 5 23+66 RT ~ 23+83 RT
US RTE 5 127+71RT ~ HARRIS PL. 90+31LT

HAY MULCH

US RTE 5 22+42 LT ~ 22+57 LT
US RTE 5 22+61LT ~ GROVE ST. 80+74 RT
US RTE 5 23+66 RT ~ 23+83 RT
US RTE 5 127+71RT ~ HARRIS PL. 90+31LT

POT GROVE STREET STA. 80+70
END CONSTRUCTION

US ROUTE 5 STA. 127+67.74=
VT RTE 30 STA. 221+06.55

VT RTE 30 CURVE #1 DATA
Δ = 22°32'21.05" LT
D = 11°27'32.96"
R = 500.00
T = 99.86
L = 197.13
E = 9.87
BANK = N/A

US RTE 5 CURVE #4 DATA
Δ = 15°52'26.17" LT
D = 11°27'32.96"
R = 500.00
T = 69.71
L = 138.53
E = 4.84
BANK = N/A

US ROUTE 5 STA. 127+96.53=
HARRIS PLACE STA. 90+00.00

MATCH LINE EPSC CONSTRUCTION SITE PLAN SHEET 3 STA. 20+00.00

MATCH LINE EPSC CONSTRUCTION SITE PLAN SHEET 5 STA. 129+00

US RT 5/VT RT 9 MAIN STREET

N16°55'48.61"W 654.55

N74°48'12.53"E 127.34'

N73°42'05.41"E 145.93'

LIMIT OF CUT AND FILL (TYP.)

US ROUTE 5 STA. 23+61.65=
VT ROUTE 30 STA. 220+57.26=
LIMIT OF CUT AND FILL (TYP.)

US ROUTE 5 STA. 23+90.74=
VT ROUTE 30 STA. 220+86.36=
GROVE STREET STA. 81+27.34
AHD 127+49.47
BK 23+92.67
EQ. =+10,356.80'

LIMIT OF CUT AND FILL (TYP.)

POC US ROUTE 5 AND
VT ROUTE 9 (MAIN ST) STA. 128+25
VT ROUTE 30 (LINDEN ST) STA. 221+63.83
END PROJECT STP 2000(24)

POT HARRIS PLACE STA. 90+35
END CONSTRUCTION

THE FIRST BAPTIST CHURCH
#196 MASONIC TEMPLE
#204 POST OFFICE
#193 CONGREGATIONAL CHURCH
BSMT FLR EL 279.60
#207 GIBSON-AIKEN CENTER
#213 FAIR POINT COMMUNICATIONS
#215 TD BANK
STONE REAL ESTATE #214-218
BAPTIST CHURCH
OMEGA OPTICAL
3b

TOPSOIL

US RTE 5 22+42 LT ~ 22+57 LT
US RTE 5 22+61LT ~ GROVE ST. 80+74 RT
US RTE 5 23+66 RT ~ 23+83 RT
US RTE 5 127+71RT ~ HARRIS PL. 90+31LT

INLET PROTECTION DEVICE, TYPE I (FILTER FABRIC)

US RTE 5 22+34 RT (EXISTING DI)
US RTE 5 22+34 LT (EXISTING DI)
US RTE 5 23+25 RT (EXISTING DI)
US RTE 5 23+69 LT (EXISTING DI)
US RTE 5 127+72 LT (EXISTING DI)
US RTE 5 127+86 LT (EXISTING DI)
US RTE 5 128+06 RT (EXISTING DI)
GROVE STREET 80+86 LT (EXISTING DI)
GROVE STREET 80+91RT (EXISTING DI)

PROJECT DEMARCATION FENCE

US RTE 5 22+35 RT ~ 22+52 RT
US RTE 5 22+39 LT ~ 22+59 LT
US RTE 5 23+57 LT ~ GROVE STREET 80+70 RT
US RTE 5 23+66 RT ~ 127+71RT
GROVE STREET 80+81LT ~ US RTE 5 127+84 LT
US RTE 5 127+70 RT ~ HARRIS PL. 90+32 RT
HARRIS PLACE 90+28 LT ~ US RTE 5 128+20 RT

LEGEND

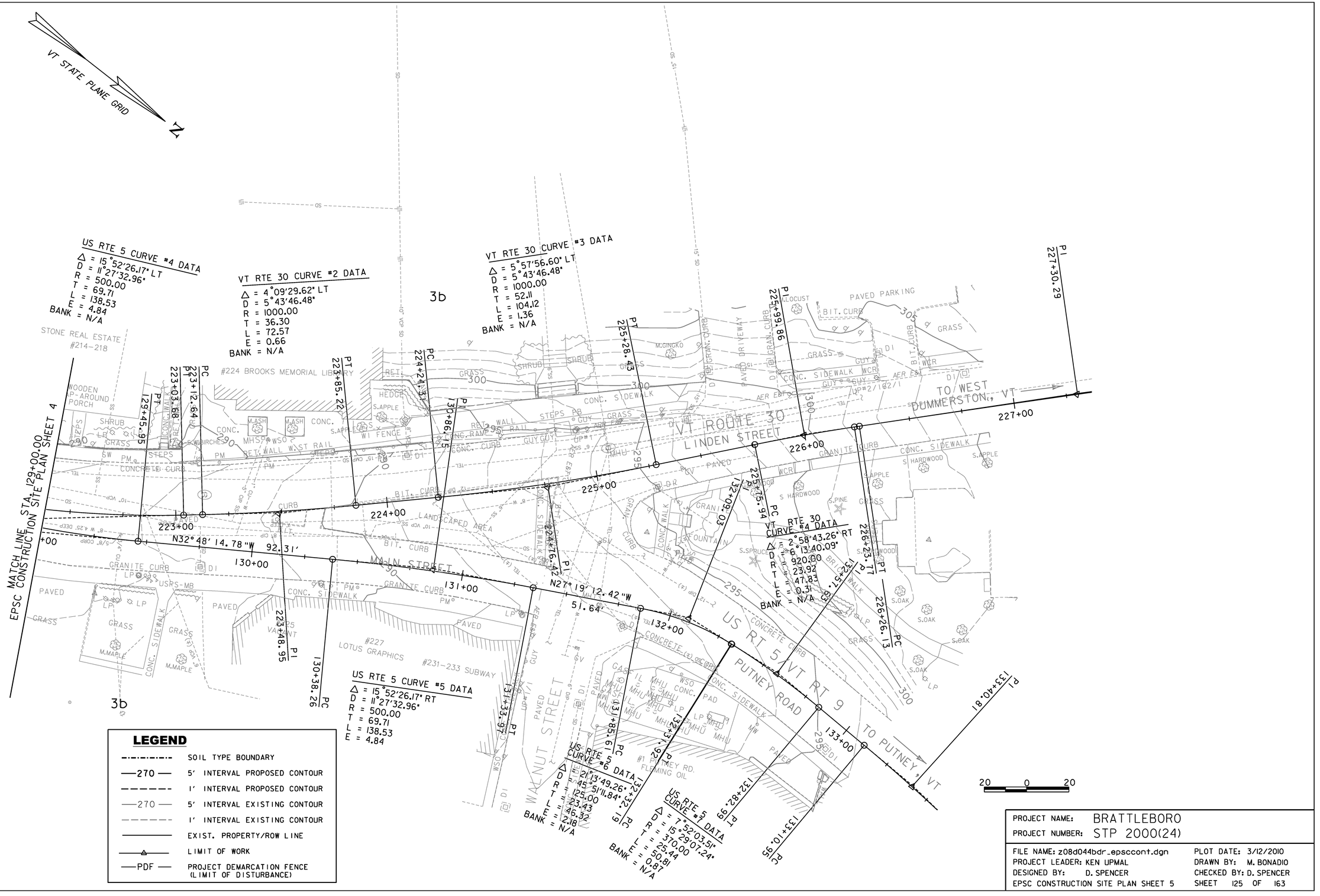
- SOIL TYPE BOUNDARY
- 270 — 5' INTERVAL PROPOSED CONTOUR
- 1' INTERVAL PROPOSED CONTOUR
- 270 — 5' INTERVAL EXISTING CONTOUR
- 1' INTERVAL EXISTING CONTOUR
- EXIST. PROPERTY/ROW LINE
- LIMIT OF WORK
- PDF — PROJECT DEMARCATION FENCE (LIMIT OF DISTURBANCE)

20 0 20

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_epsccont.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: E. ATKINS
EPSC CONSTRUCTION SITE PLAN SHEET 4

PLOT DATE: 3/12/2010
DRAWN BY: M. BONADIO
CHECKED BY: D. SPENCER
SHEET 124 OF 163



LEGEND

- SOIL TYPE BOUNDARY
- 270 — 5' INTERVAL PROPOSED CONTOUR
- 1' INTERVAL PROPOSED CONTOUR
- 270 — 5' INTERVAL EXISTING CONTOUR
- 1' INTERVAL EXISTING CONTOUR
- EXIST. PROPERTY/ROW LINE
- LIMIT OF WORK
- PDF — PROJECT DEMARCATION FENCE (LIMIT OF DISTURBANCE)

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_epsccont.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: D. SPENCER
EPSC CONSTRUCTION SITE PLAN SHEET 5

PLOT DATE: 3/12/2010
DRAWN BY: M. BONADIO
CHECKED BY: D. SPENCER
SHEET 125 OF 163

N

VT STATE PLANE GRID

US RTE 5 CURVE #1 DATA
Δ = 39°53'25.16" LT
D = 34°43'28.97"
R = 165.00
T = 59.88
L = 114.88
E = 10.53
BANK = N/A

EPSC MATCH LINE STA. 10+00.00
EPSC FINAL CONDITIONS PLAN SHEET 2

POT US ROUTE 5 STA. 7+65
BEGIN PROJECT STP 2000(24)

US ROUTE 5 STA. 8+57.96=
VT ROUTE 119 STA. 40+00.00

POC VT ROUTE 119 STA. 42+50.00
END COLD PLANE AND OVERLAY
END PROJECT STP 2000(24)

VT RTE 119 CURVE #1 DATA
Δ = 19°00'42.80" LT
D = 10°48'37.89"
R = 530.00
T = 88.75
L = 175.86
E = 7.38
BANK = N/A

VT RTE 119 CURVE # 2 DATA
Δ = 15°19'50.19" RT
D = 11°27'32.96"
R = 500.00
T = 67.29
L = 133.78
E = 4.51

VT RTE 142 CURVE #2 DATA
Δ = 24°02'20.76" LT
D = 104°10'26.92"
R = 55.00
T = 11.71
L = 23.08
E = 1.23
BANK = N/A

VT RTE 142 CURVE #1 DATA
Δ = 6°53'09.15" LT
D = 38°11'49.87"
R = 150.00
T = 9.02
L = 18.03
E = 0.27
BANK = N/A

AHD 7+25.00
BK 110+79.74
EQ. = -10,354.74'

VT ROUTE 119 STA. 40+95.29=
VT ROUTE 142 STA. 114+03.37

POT VT ROUTE 142 STA. 112+70
END CONSTRUCTION

TO GUILFORD, VT

TO VERNON, VT

TO HINSDALE, NH

US ROUTE 5
CANAL STREET

VT ROUTE 119
BRIDGE STREET

VERNON STREET

VT ROUTE 142

WHETSTONE BROOK

20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr_epscfinal.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: M. BONADIO
DESIGNED BY: E. ATKINS	CHECKED BY: D. SPENCER
EPSC FINAL CONDITIONS PLAN SHEET 1	SHEET 126 OF 163

VT STATE PLANE GRID

N

POT FLAT STREET STA. 51+35
END CONSTRUCTION

POT ELLIOT STREET STA. 60+10
END CONSTRUCTION

US RTE 5 CURVE #2 DATA
Δ = 16°06'34.53" LT
D = 34°43'28.97"
R = 165.00
T = 23.35
L = 46.39
E = 1.64
BANK = N/A

FLAT STREET

ELLIOT STREET

MAIN STREET

US ROUTE 5

ARCH STREET

N88°31'48.64"E 167.94'

N80°12'08.75"E 147.05'

N10°55'11.78"W 320.05'

N27°01'46.31"W 85.02'

N20°02'10.23"W 455.94'

US ROUTE 5 STA. 11+02.22=
FLAT STREET STA. 51+67.94

US ROUTE 5 STA. 13+68.70=
ELLIOT STREET STA. 61+47.05

US RTE 5 CURVE #3 DATA
Δ = 6°59'36.08" LT

PC 12+08.72

PT 12+55.11

PC 12+32.07

PT 13+40.14

EPSC MATCH LINE STA. 10+00.00 FINAL CONDITIONS PLAN SHEET 1

EPSC MATCH LINE STA. 15+00.00 FINAL CONDITIONS PLAN SHEET 3

#15 TAYLOR FLOWERS
#14 HENRY & LLOYD
#12 BOOMERANG
#10 CHRISTIAN SCIENCE READING ROOM
SALON JACQUE
LIFE'S LITTLE LUXURIES
TURN IT UP
#100 CHITTENDEN BANK
VERMONT ARTISAN DESIGN
MOCHA JOE'S
SAM'S
#48 LATCHIS THEATER
#48 EVAN JAMES
#38 - #42 LATCHIS BLOCK
#41 KNIT OR DYE
#51 EDWARD JONES
#57 SHIN LA
#63 TWICE IN A TIME
VACANT
#73 FIREWORK RESTAURANT
MERRYL LYNCH
#83 DEVONS RICHARDSON
#85 - #91 ANTIQUE STORE
BAKERS CARD SHOP
DISTINCTIVE DECOR
BIKE SHOP
#103 GALLERY WALK
#105 BURROWS SPORT SHOP
#107 MILLER BROTHERS
#111 CADY & DEGAN LAW OFFICES
AMY'S BAKERY

20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr_epscfinal.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: M. BONADIO
DESIGNED BY: E. ATKINS	CHECKED BY: D. SPENCER
EPSC FINAL CONDITIONS PLAN SHEET 2	SHEET 127 OF 163


VT STATE PLANE GRID
N
3b
GREEN ST EXT
TO WEST BRATTLEBORO
VT ROUTE 9
HIGH STREET
MIDTOWN MALL
#16 - 28 LAW OFFICES
BRICK STEPS
CONC. SIDEWALK
GRANITE CURB
CONC. DRIVEWAY
ULTIMATE IMPRESSIONS
SHAFF OPTICANS
THAI BAMBOO
POT VT ROUTE 9 (HIGH ST) STA. 70+25
END CONSTRUCTION
70+00
S86°56'35.85"E
161.86'
71+00
MOLE'S EYE CAFE
BSMT FLR EL 278.36
US ROUTE 5 STA. 17+96.08
US ROUTE 5 STA. 17+96.08 (4.59' RIGHT)
US ROUTE 5 STA. 17+89.45=
VT ROUTE 9 STA. 71+61.86
#116 GALANES VERMONT SHOP
#120 BOOK CELLAR
#122 BRILLIANCE INTERNATIONAL ARTS AND CRAFTS
EMPTY
BROOK HOUSE MALL
#132 ADAGIO
KITCHEN SYNC
WINDHAM FLOWERS
#180 CHAMBER OF COMMERCE
#182 BROWN AND ROBERTS
GAZEBO
MATCH LINE STA. 15+00.00
EPSC FINAL CONDITIONS PLAN SHEET 2
MATCH LINE STA. 20+00.00
EPSC FINAL CONDITIONS PLAN SHEET 4
US ROUTE 5
MAIN ST.
MAIN STREET
N20°02'10.23"W
455.94'
16+00
17+00
18+00
19+00
N16°55'48.61"W
654.55
CONCRETE CURB
BRICK WALK
CONC. WALK
#115 BEADNICKS
#119 MYSTERY ON MAIN ST.
#125 DELECTABLE MOUNTAIN CLOTHES
#127 APT (2ND)
#129 ZEPHYR DESIGNS
#135 VERDE
#137 SHOE TREE
#141 RENAISSANCE JEWELRY
#143A IN THE MOMENT
#143 GALLERY IN THE WOODS
VACANT
VACANT
RIVER GARDEN
BRATTLEBORO BICYCLES
SAVE THE CORPORATIONS
#181-3 A CANDLE IN THE NIGHT
#185 KEY BANK
20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)

FILE NAME: z08d044bdr.epscfinal.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: M. BONADIO
DESIGNED BY: E. ATKINS	CHECKED BY: D. SPENCER
EPSC FINAL CONDITIONS PLAN SHEET 3	SHEET 128 OF 163

VT STATE PLANE GRID

N

VT RTE 30 CURVE #1 DATA
Δ = 22°32'21.05" LT
D = 11°27'32.96"
R = 500.00
T = 99.86
L = 197.13
E = 9.87
BANK = N/A

US RTE 5 CURVE #4 DATA
Δ = 15°52'26.17" LT
D = 11°27'32.96"
R = 500.00
T = 69.71
L = 138.53
E = 4.84
BANK = N/A

POT GROVE STREET STA. 80+70
END CONSTRUCTION

US ROUTE 5 STA. 127+67.74=
VT RTE 30 STA. 221+06.55

US ROUTE 5 STA. 127+96.53=
HARRIS PLACE STA. 90+00.00

MATCH LINE STA. 20+00.00
EPSC FINAL CONDITIONS PLAN SHEET 3

MATCH LINE STA. 129+00
EPSC FINAL CONDITIONS PLAN SHEET 5

US RT 5/VT RT 9

MAIN STREET

N16°55'48.61"W
654.55

N74°48'12.53"E
127.34'

N73°42'05.41"E
145.93'

US ROUTE 5 STA. 23+61.65=
VT ROUTE 30 STA. 220+57.26=

US ROUTE 5 STA. 23+90.74=
VT ROUTE 30 STA. 220+86.36=
GROVE STREET STA. 81+27.34

AHD 127+49.47
BK 23+92.67
EQ. =+10,356.80'

POT HARRIS PLACE STA. 90+35
END CONSTRUCTION

POC US ROUTE 5 AND
VT ROUTE 9 (MAIN ST) STA. 128+25
VT ROUTE 30 (LINDEN ST) STA. 221+63.83
END PROJECT STP 2000(24)

STONE REAL ESTATE
#214-218

#196
MASONIC TEMPLE

THE FIRST BAPTIST CHURCH

#204
POST OFFICE

#193 CONGREGATIONAL CHURCH
BSMT FLR EL 279.60

#207
GIBSON-AIKEN CENTER

#213 FAIR POINT COMMUNICATIONS

#215
TD BANK

BAPTIST CHURCH

OMEGA OPTICAL

3b

20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr_epscfinal.dgn	PLOT DATE: 3/12/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: M. BONADIO
DESIGNED BY: E. ATKINS	CHECKED BY: D. SPENCER
EPSC FINAL CONDITIONS PLAN SHEET 4	SHEET 129 OF 163

VT STATE PLANE GRID

US RTE 5 CURVE #4 DATA
Δ = 15°52'26.17" LT
D = 11°27'32.96"
R = 500.00
T = 69.71
L = 138.53
E = 4.84
BANK = N/A

VT RTE 30 CURVE #2 DATA
Δ = 4°09'29.62" LT
D = 5°43'46.48"
R = 1000.00
T = 36.30
L = 72.57
E = 0.66
BANK = N/A

VT RTE 30 CURVE #3 DATA
Δ = 5°57'56.60" LT
D = 5°43'46.48"
R = 1000.00
T = 52.11
L = 104.12
E = 1.36
BANK = N/A

MATCH LINE STA. 129+00.00
EPSC FINAL CONDITIONS PLAN SHEET 4

TONE REAL ESTATE #214–218
#224 BROOKS MEMORIAL LIBRARY
#227 LOTUS GRAPHICS
#231–233 SUBWAY
#1 PUTNEY RD. FLEMING OIL

VT ROUTE 30 LINDEN STREET
MAIN STREET
WALNUT STREET
US RT 5 VT RT 9 PUTNEY ROAD
TO WEST DUMMERSTON, VT
TO PUTNEY, VT

PC 223+03.88
PT 223+12.64
PT 129+45.95
PC 223+85.22
PC 224+24.31
PT 225+28.43
PT 225+99.86
PI 227+30.29
PI 223+48.95
PC 130+38.26
PI 131+33.97
PC 130+86.15
PC 225+15.94
PT 132+09.03
PC VT RTE 30 CURVE #4 DATA
Δ = 2°58'43.26" RT
D = 6°13'40.09"
R = 920.00
T = 23.92
L = 47.83
E = 0.31
BANK = N/A
PT 226+23.77
PI 132+51.63
PC 226+26.13
PI 133+40.81
PC US RTE 5 CURVE #5 DATA
Δ = 15°52'26.17" RT
D = 11°27'32.96"
R = 500.00
T = 69.71
L = 138.53
E = 4.84
PI 131+85.61
PC US RTE 5 CURVE #6 DATA
Δ = 21°13'49.26" RT
D = 45°51'11.84"
R = 125.00
T = 23.43
L = 46.32
E = 2.18
BANK = N/A
PI 132+32.92
PC US RTE 5 CURVE #7 DATA
Δ = 7°52'03.51"
D = 15°29'07.24"
R = 370.00
T = 25.44
L = 50.81
E = 0.87
BANK = N/A
PT 132+82.99
PC 133+10.95

N32° 48' 14.78"W 92.31'
N27° 19' 12.42"W 51.64'

20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr_epscfinal.dgn	PLOT DATE: 3/12/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: M. BONADIO
DESIGNED BY: E. ATKINS	CHECKED BY: D. SPENCER
EPSC FINAL CONDITIONS PLAN SHEET 5	SHEET 130 OF 163

SOIL CLASSIFICATION

AASHTO	
A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN kPa	CONSISTENCY
<12	Very Soft
12-24	Soft
24-48	Med. Stiff
48-96	Stiff
96-192	Very Stiff
>192	Hard

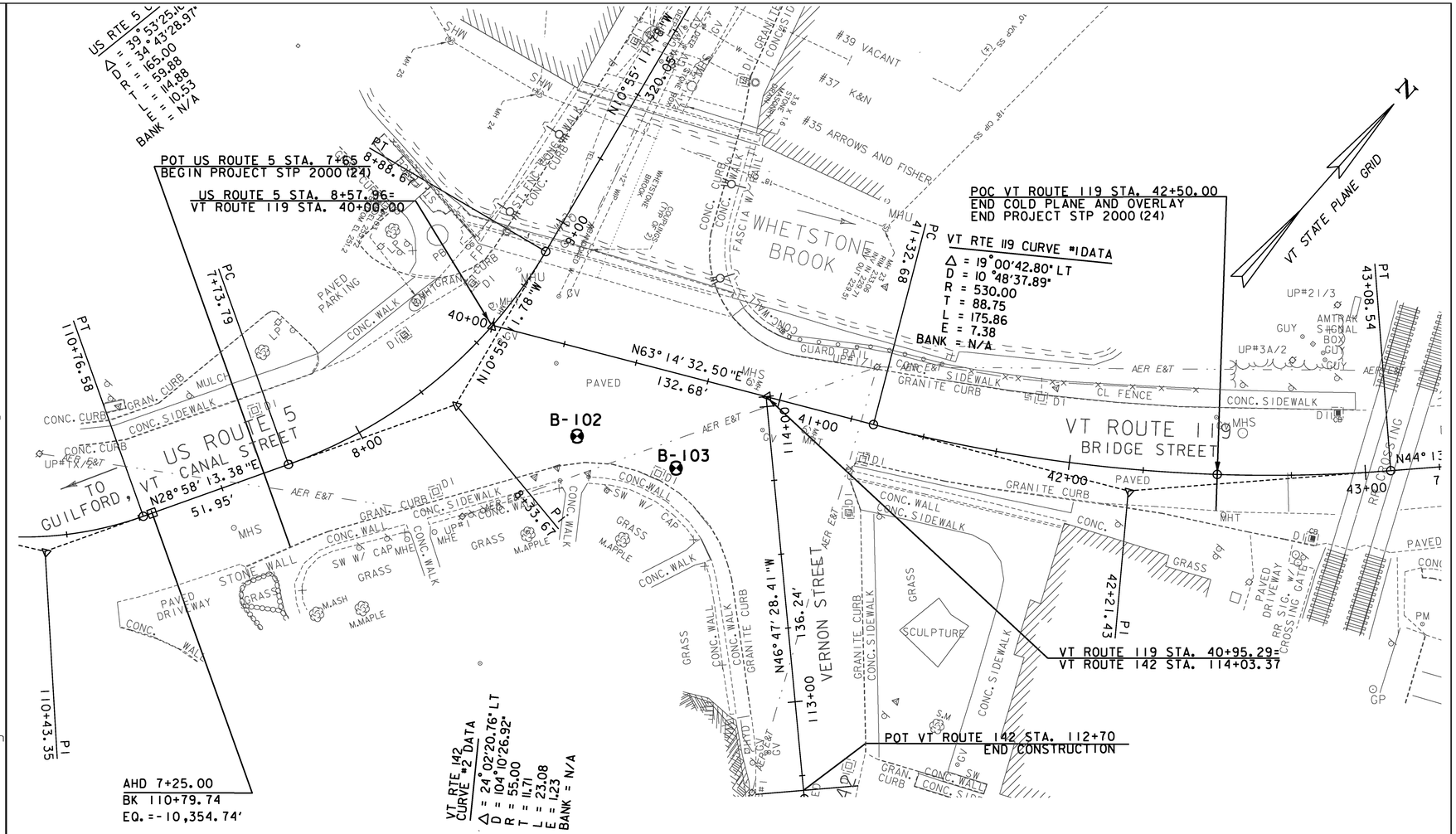
CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

COMMONLY USED SYMBOLS

▼	Water Elevation
⚽	Standard Penetration Boring
⊕	Auger Boring
⊙	Rod Sounding
S	Sample
N	Standard Penetration Test Blow Count Per 300 mm For: 50.8 mm O.D. Sampler, 35.0 mm I.D. Sampler, Hammer Weight Of 63.5 kg., Hammer Fall Of 762 mm
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 30.1mm
BX	Core Size 42.0 mm
NX	Core Size 54.7 mm
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	To Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
RQD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)
OW	Indicates a temporary observation well installed

COLOR			
blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		



BORING CHART

HOLE NO.	STATION	OFFSET (ft)	GROUND ELEV.
B-102	VT RTE 119 40+37.0	29.0 RT	253.02
B-103	VT RTE 119 40+72.0	31.0 RT	251.75

0 20 40
SCALE IN FEET

DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.

BOULDER - A rock fragment with an average dimension > 304.8 mm.

COBBLE - Rock fragments with an average dimension between 76.2 and 304.8 mm.

GRAVEL - Rounded particles of rock < 76.2 mm and > 2 mm (#10 sieve).

SAND - Particles of rock < 2 mm (#10 sieve) and > 75 μm (#200 sieve).

SILT - Soil < 75 μm (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.

VARVED - Alternate layers of silt and clay.

HARDPAN - Extremely dense soil, cemented layer, not softened when wet.

MUCK - Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP - Inclination of bed with a horizontal plane.

GENERAL NOTES

1. The test borings shown herein were drilled by the Agency between the period from 08/04/09 through 08/05/09.

2. Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual boring or sample locations.

3. Observed water levels and/or conditions indicated are as recorded at the time of exploration and may vary according to the prevailing rainfall, methods of exploration and other factors.

4. Engineering judgement was exercised in preparing the subsurface information presented herein. Analysis and interpretation of subsurface data was performed and interpreted for Agency design and estimating purposes. Presentation of the information in the Contract is intended to provide the Contractor access to the same data available to the Agency. The subsurface information is presented in good faith and is not intended as a substitute for personal investigation, independent interpretation, independent analysis or judgement by the Contractor.

5. Pictorial structure details shown on the boring plan layout or soils profile are for illustrative purposes only and may not accurately portray final contract details.

6. Terminology used on boring logs to describe the hardness, degree of weathering, and spacing of fractures, joints and other discontinuities in the bedrock is defined in the AASHTO Manual on Subsurface Investigations, 1988.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bor.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
BORING LAYOUT SHEET 1

PLOT DATE: 4/8/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 131 OF 163

SOIL CLASSIFICATION

AASHTO	
A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN kPa	CONSISTENCY
<12	Very Soft
12-24	Soft
24-48	Med. Stiff
48-96	Stiff
96-192	Very Stiff
>192	Hard

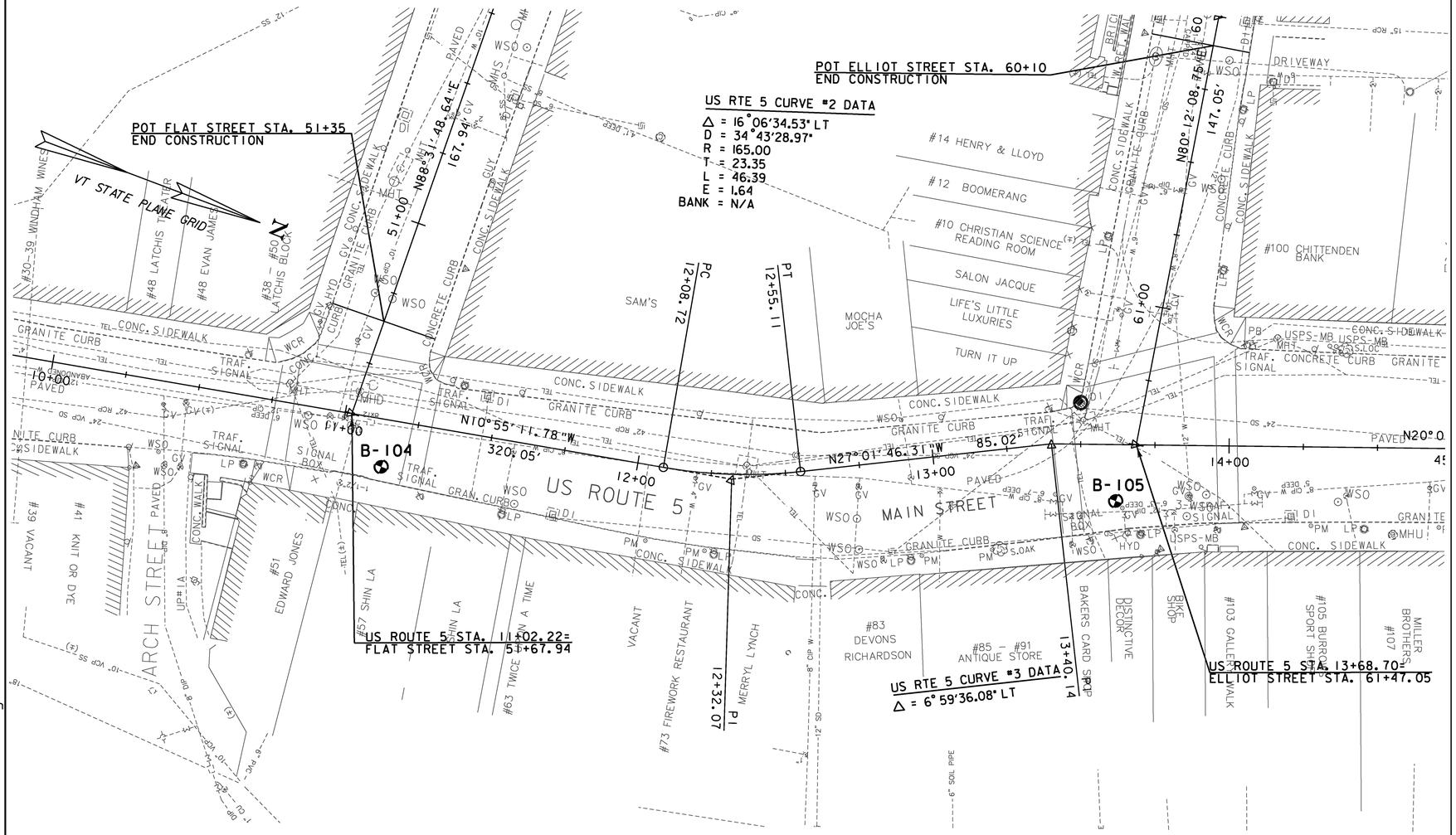
CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

COMMONLY USED SYMBOLS

▼	Water Elevation
⊕	Standard Penetration Boring
⊕	Auger Boring
⊙	Rod Sounding
S	Sample
N	Standard Penetration Test Blow Count Per 300 mm For: 50.8 mm O.D. Sampler 35.0 mm I.D. Sampler Hammer Weight Of 63.5 kg. Hammer Fall Of 762 mm
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 30.1mm
BX	Core Size 42.0 mm
NX	Core Size 54.7 mm
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	To Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
RQD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)
OW	Indicates a temporary observation well installed

COLOR			
blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		



DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.

BOULDER - A rock fragment with an average dimension > 304.8 mm.

COBBLE - Rock fragments with an average dimension between 76.2 and 304.8 mm.

GRAVEL - Rounded particles of rock < 76.2 mm and > 2 mm (#10 sieve).

SAND - Particles of rock < 2 mm (#10 sieve) and > 75 μm (#200 sieve).

SILT - Soil < 75 μm (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

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MUCK - Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP - Inclination of bed with a horizontal plane.

GENERAL NOTES

1. The test borings shown herein were drilled by the Agency between the period from 08/06/09 through 08/07/09.

2. Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual boring or sample locations.

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6. Terminology used on boring logs to describe the hardness, degree of weathering, and spacing of fractures, joints and other discontinuities in the bedrock is defined in the AASHTO Manual on Subsurface Investigations, 1988.

BORING CHART

HOLE NO.	STATION	OFFSET (ft)	GROUND ELEV.
B-104	US RTE 5 11+15.0	16.0 RT	260.4
B-105	US RTE 5 13+62.0	19.0 RT	279.1

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bor.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
BORING LAYOUT SHEET 2

PLOT DATE: 4/8/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 132 OF 163

SOIL CLASSIFICATION

AASHTO	
A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN kPa	CONSISTENCY
<12	Very Soft
12-24	Soft
24-48	Med. Stiff
48-96	Stiff
96-192	Very Stiff
>192	Hard

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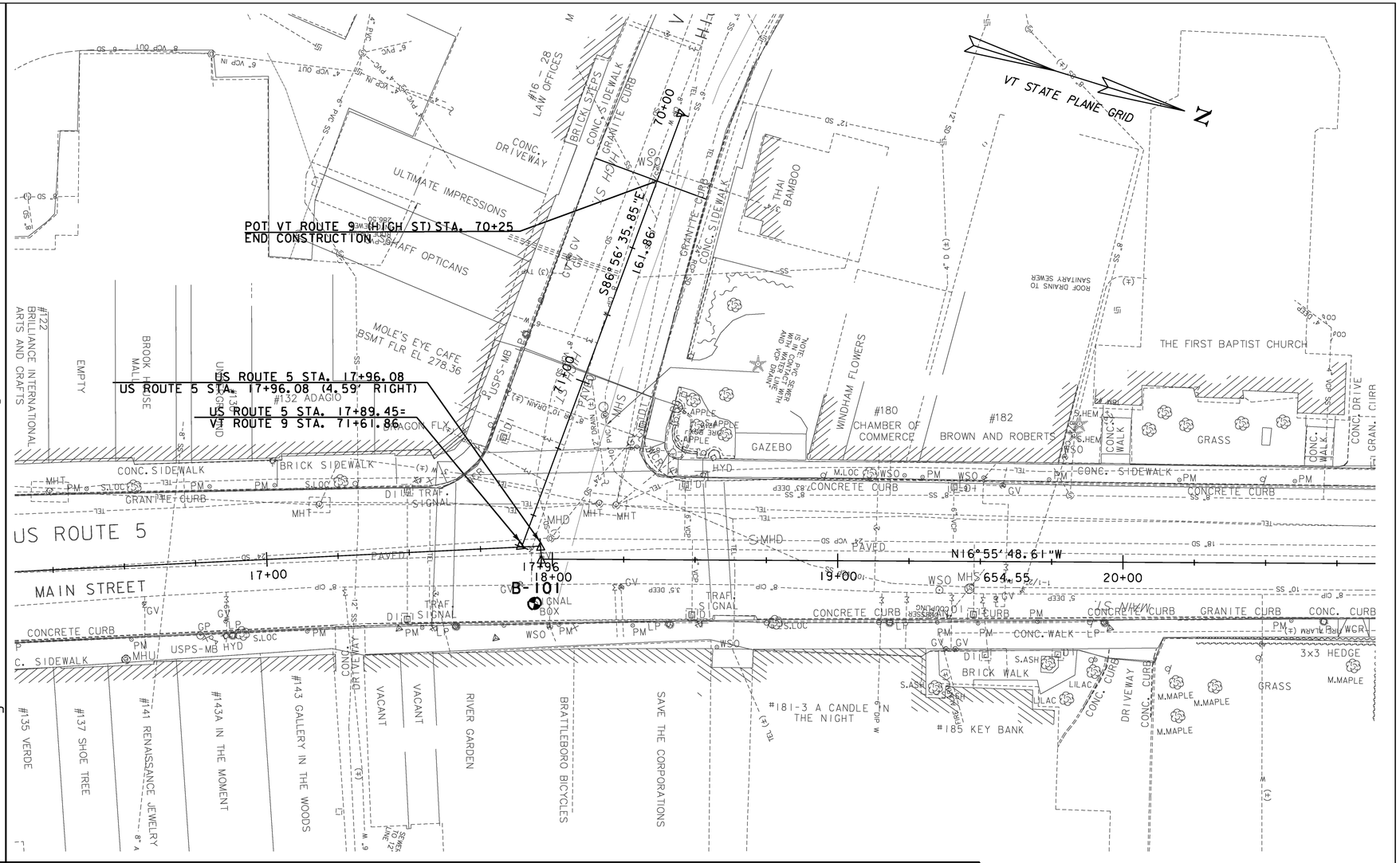
DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

COMMONLY USED SYMBOLS

▼	Water Elevation
⊕	Standard Penetration Boring
⊕	Auger Boring
⊙	Rod Sounding
S	Sample
N	Standard Penetration Test Blow Count Per 300 mm For: 50.8 mm O.D. Sampler 35.0 mm I.D. Sampler Hammer Weight Of 63.5 kg. Hammer Fall Of 762 mm
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 30.1mm
BX	Core Size 42.0 mm
NX	Core Size 54.7 mm
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	To Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
RQD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)
OW	Indicates a temporary observation well installed

COLOR			
blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		



DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.

BOULDER - A rock fragment with an average dimension > 304.8 mm.

COBBLE - Rock fragments with an average dimension between 76.2 and 304.8 mm.

GRAVEL - Rounded particles of rock < 76.2 mm and > 2 mm (#10 sieve).

SAND - Particles of rock < 2 mm (#10 sieve) and > 75 μm (#200 sieve).

SILT - Soil < 75 μm (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.

VARVED - Alternate layers of silt and clay.

HARDPAN - Extremely dense soil, cemented layer, not softened when wet.

MUCK - Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP - Inclination of bed with a horizontal plane.

GENERAL NOTES

1. The test borings shown herein were drilled by the Agency between the period from 08/05/09 through 08/05/09.

2. Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual boring or sample locations.

3. Observed water levels and/or conditions indicated are as recorded at the time of exploration and may vary according to the prevailing rainfall, methods of exploration and other factors.

4. Engineering judgement was exercised in preparing the subsurface information presented herein. Analysis and interpretation of subsurface data was performed and interpreted for Agency design and estimating purposes. Presentation of the information in the Contract is intended to provide the Contractor access to the same data available to the Agency. The subsurface information is presented in good faith and is not intended as a substitute for personal investigation, independent interpretation, independent analysis or judgement by the Contractor.

5. Pictorial structure details shown on the boring plan layout or soils profile are for illustrative purposes only and may not accurately portray final contract details.

6. Terminology used on boring logs to describe the hardness, degree of weathering, and spacing of fractures, joints and other discontinuities in the bedrock is defined in the AASHTO Manual on Subsurface Investigations, 1988.

BORING CHART

HOLE NO.	STATION	OFFSET (ft)	GROUND ELEV.
B-101	US RTE 5 17+93.0	20.0 RT	286.1

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bor.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
BORING LAYOUT SHEET 3

PLOT DATE: 4/8/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 133 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-101
SHEET 1 of 1
DATE STARTED: 8/05/09
DATE COMPLETED: 8/05/09

PROJECT NAME: BRATTLEBORO
SITE NAME: MAST ARM SUPPORT
STATION: A 17+93
OFFSET: 20.00
VTSPG NAD83: N 128741.31 ft E 1624742.79 ft

PROJECT NUMBER: STP 2000(24)
SITE NUMBER: US-5
GROUND ELEVATION: 286.11 ft
GROUNDWATER DEPTH: NO WATER TO DEPTH
PROJECT PIN NUMBER: 08D044

BORING CREW
CREW CHIEF: GARROW
DRILLER: GARROW
LOGGER: MAHMUTOVIC

BORING RIG: LARGE SKID RIG w/AUTO HAMMER
BORING TYPE: HOLLOW STEM AUGER
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: TDE

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
		Asphalt Pavement, 0.0 ft - 0.6 ft					
		Concrete, 0.6 ft - 1.6 ft					
		A-1-b, GrSa, brn, Moist, Rec. = 1.5 ft	10	3.5	22.8	69.7	7.5
5		A-1-b, GrSa, brn, Moist, Rec. = 1.6 ft	24	2.9	35.3	58.4	6.3
		A-1-a, SaGr, brn, Moist, Rec. = 1.1 ft, Various types of broken rock were within sample.	38	2.5	53.8	39.4	6.8
		Hole stopped @ 8.0 ft					
		DRILLER'S NOTES: 1. Drilled to ledge or boulder.					
10							
15							
20							
25							
30							
35							

LOG OF BORING B 2000(24).GPJ VT AOT.GDT 11/13/09

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-102
SHEET 1 of 1
DATE STARTED: 8/05/09
DATE COMPLETED: 8/05/09

PROJECT NAME: BRATTLEBORO
SITE NAME: MAST ARM SUPPORT
STATION: 40+37
OFFSET: 29.00
VTSPG NAD83: N 127834.79 ft E 1625042.55 ft

PROJECT NUMBER: STP 2000(24)
SITE NUMBER: US-5
GROUND ELEVATION: 253.02 ft
GROUNDWATER DEPTH: NO WATER TO DEPTH
PROJECT PIN NUMBER: 08D044

BORING CREW
CREW CHIEF: GARROW
DRILLER: GARROW
LOGGER: MAHMUTOVIC

BORING RIG: LARGE SKID RIG w/AUTO HAMMER
BORING TYPE: HOLLOW STEM AUGER
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: TDE

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
		Asphalt Pavement, 0.0 ft - 0.4 ft					
		Concrete, 0.4 ft - 1.0 ft	17	6.5	35.9	55.0	9.1
		A-1-b, GrSa, brn, Moist, Rec. = 1.0 ft					
		A-1-b, SaGr, brn, Moist, Rec. = 1.2 ft, Broken rock was within sample.	15	5.7	50.5	35.7	13.8
5		A-1-b, SiSaGr, brn, Moist, Rec. = 1.5 ft, Broken rock was within sample.	10	10.2	41.4	37.9	20.7
		Hole stopped @ 7.0 ft					
		DRILLER'S NOTES: 1. Drilled to ledge or boulder.					
10							
15							
20							
25							
30							
35							

LOG OF BORING BRATTLEBORO STP2000(24).GPJ VT AOT.GDT 11/13/09

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-103
SHEET 1 of 1
DATE STARTED: 8/04/09
DATE COMPLETED: 8/04/09

PROJECT NAME: BRATTLEBORO
SITE NAME: MAST ARM SUPPORT
STATION: 40+72
OFFSET: 31.00
VTSPG NAD83: N 127848.99 ft E 1625074.44 ft

PROJECT NUMBER: STP 2000(24)
SITE NUMBER: US-5
GROUND ELEVATION: 251.75 ft
GROUNDWATER DEPTH: 10.7 ft 8/04/09
PROJECT PIN NUMBER: 08D044

BORING CREW
CREW CHIEF: GARROW
DRILLER: GARROW
LOGGER: MAHMUTOVIC

BORING RIG: LARGE SKID RIG w/AUTO HAMMER
BORING TYPE: HOLLOW STEM AUGER
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: TDE

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
		Asphalt Pavement, 0.0 ft - 0.4 ft					
		Concrete, 0.4 ft - 1.0 ft	5	18.9			
		Visual Classification, Fill Material (gravel, brick, coal, cinders), brn, Moist, Rec. = 1.2 ft	5	18.1			
5		Visual Classification, Fill Material (gravel, brick, cinders), brn, Moist, Rec. = 0.6 ft	5	3.0			
		Visual Classification, Broken Rock (Phyllite), brn, Moist, Rec. = 0.4 ft	35	3.3			
		Visual Classification, Broken Rock (Phyllite), gry, Moist, Rec. = 0.6 ft	20	6.2			
10		Visual Classification, Broken Rock (Phyllite), gry, MTW, Rec. = 1.2 ft					
		Hole stopped @ 11.0 ft					
		DRILLER'S NOTES: 1. Drilled to ledge or boulder.					
15							
20							
25							
30							
35							

LOG OF BORING BRATTLEBORO STP2000(24).GPJ VT AOT.GDT 11/13/09

SOIL CLASSIFICATION

AASHTO	
A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN kPa	CONSISTENCY
<12	Very Soft
12-24	Soft
24-48	Med. Stiff
48-96	Stiff
96-192	Very Stiff
>192	Hard

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

COMMONLY USED SYMBOLS

▼	Water Elevation
	Standard Penetration Boring
	Auger Boring
	Rod Sounding
S	Sample
N	Standard Penetration Test Blow Count Per 300 mm For: 50.8 mm O.D. Sampler, 35.0 mm I.D. Sampler, Hammer Weight Of 63.5 kg., Hammer Fall Of 762 mm
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 30.1mm
BX	Core Size 42.0 mm
NX	Core Size 54.7 mm
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	To Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
RQD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)
OW	Indicates a temporary observation well installed

COLOR

blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		

DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.

BOULDER - A rock fragment with an average dimension > 304.8 mm.

COBBLE - Rock fragments with an average dimension between 76.2 and 304.8 mm.

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SILT - Soil < 75 μm (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

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VARVED - Alternate layers of silt and clay.

HARDPAN - Extremely dense soil, cemented layer, not softened when wet.

MUCK - Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP - Inclination of bed with a horizontal plane.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044borlog.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
BORING LOGS SHEET 1

PLOT DATE: 3/16/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 134 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-104
SHEET 1 of 1
DATE STARTED: 8/07/09
DATE COMPLETED: 8/07/09

PROJECT NAME: BRATTLEBORO
SITE NAME: MAST ARM SUPPORT
STATION: A 11+15
OFFSET: 16.00
VTSPG NAD83: N 128099.43 ft E 1624965.96 ft

PROJECT NUMBER: STP 2000(24)
SITE NUMBER: US-5
GROUND ELEVATION: 260.4 ft
GROUNDWATER DEPTH: NO WATER TO DEPTH
PROJECT PIN NUMBER: 08D044

BORING CREW
CREW CHIEF: GARROW
DRILLER: GARROW
LOGGER: MAHMUTOVIC

BORING RIG: LARGE SKID RIG w/AUTO HAMMER
BORING TYPE: HOLLOW STEM AUGER
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: TDE

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
0		A-2-4, SiSa, brn, Moist, Rec. = 2.0 ft	9	7.5	2.0	68.4	29.6
		A-2-4, SiSa, brn, Moist, Rec. = 1.0 ft	5	6.4	2.2	68.7	29.1
5		A-2-4, SiGrSa, brn, Moist, Rec. = 0.7 ft	9	6.1	27.5	46.1	26.4
		Hole stopped @ 7.0 ft					
10		DRILLER'S NOTES: 1. Drilled to ledge or boulder.					
15							
20							
25							
30							
35							

LOG OF BORING BRATTLEBORO STP2000(24).GPJ VT AOT.GDT 11/13/09

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-105
SHEET 1 of 1
DATE STARTED: 8/06/09
DATE COMPLETED: 8/06/09

PROJECT NAME: BRATTLEBORO
SITE NAME: MAST ARM SUPPORT
STATION: A 13+62
OFFSET: 19.00
VTSPG NAD83: N 128335.87 ft E 1624889.12 ft

PROJECT NUMBER: STP 2000(24)
SITE NUMBER: US-5
GROUND ELEVATION: 279.1 ft
GROUNDWATER DEPTH: NO WATER TO DEPTH
PROJECT PIN NUMBER: 08D044

BORING CREW
CREW CHIEF: GARROW
DRILLER: GARROW
LOGGER: MAHMUTOVIC

BORING RIG: LARGE SKID RIG w/AUTO HAMMER
BORING TYPE: HOLLOW STEM AUGER
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: TDE

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
0		Asphalt Pavement, 0.0 ft - 0.8 ft					
		A-1-b, GrSa, brn, Moist, Rec. = 2.0 ft	15	5.7	41.8	47.0	11.2
		A-1-b, GrSa, brn, Moist, Rec. = 1.0 ft	9	5.2	41.6	47.9	10.5
5		A-1-b, GrSa, brn, Moist, Rec. = 1.0 ft	10	7.6	32.8	58.4	8.8
		Gravely sand with Broken Rock, brn, Moist, Rec. = 0.6 ft, 7.0 ft - 9.0 ft	10	2.7			
10		A-3, GrSa, brn, Moist, Rec. = 1.4 ft	32	5.6	20.4	71.5	8.1
		Hole stopped @ 11.0 ft					
15		DRILLER'S NOTES: 1. Drilled to ledge or boulder.					
20							
25							
30							
35							

LOG OF BORING BRATTLEBORO STP2000(24).GPJ VT AOT.GDT 11/13/09

SOIL CLASSIFICATION

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SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN kPa	CONSISTENCY
<12	Very Soft
12-24	Soft
24-48	Med. Stiff
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96-192	Very Stiff
>192	Hard

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
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CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM
<2	Very Soft
2-4	Soft
5-8	Med. Stiff
9-15	Stiff
16-30	Very Stiff
31-60	Hard
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COMMONLY USED SYMBOLS

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B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 30.1mm
BX	Core Size 42.0 mm
NX	Core Size 54.7 mm
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	To Ledge Or Boulder
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Rec.	Recovery
%Rec.	Percent Recovery
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CBR	California Bearing Ratio
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COLOR

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gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		

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DIP - Inclination of bed with a horizontal plane.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044borlog.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
BORING LOGS SHEET 2

PLOT DATE: 3/17/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER

SIGN LEGEND

[ ]	=	EXISTING SIGN
[ ]	=	NEW SIGN
R	=	REMOVE EXISTING SIGN AND POST
R+S	=	SALVAGE SIGN AND RELOCATE TO NOTED LOCATION WITH NEW SIGN POST. REMOVE AND DISPOSE EXISTING SIGN POST
N	=	NEW
RET	=	RETAIN AT EXISTING LOCATION
B-B	=	BACK TO BACK

NOTE:
1) REFER TO TRAFFIC SIGNAL SHEETS FOR THE SIGNS ASSOCIATED WITH SIGNALS.
2) PAVEMENT MARKINGS ARE TO BE COMPLETED UNDER CONTRACT STP 2623(1) AND ARE SHOWN FOR REFERENCE ONLY ON THESE PLANS.

TO BE INSTALLED BY TOWN OF BRATTLEBORO

VT STATE PLANE GRID

MATCH LINE STA. 10+00.00 SIGNING LAYOUT SHEET 2

8+55.20 RET-15 — SOUTH 5 TO INTERSTATE 91 RET; NORTH 5 TO VERMONT 9 / VERMONT 30 H RET

7+50.14 LT — SOUTH 5 TO INTERSTATE 91 R&S R; SOUTH 5 TO INTERSTATE 91 S S N N

9+71.02 LT — ONLY N

9+09.05 LT — ONLY N

40+94.74 LT — BRIDGE ST R&S; MAIN ST R&S; STOP R; 0050 1302 0213 R&S; R RET

(J) 40+92.44 LT — MAIN ST S; BRIDGE ST S; 0050 1302 0213 S; N RET

111+90 RT RET-8 — TO 5 EAST VERMONT 119 INTERSTATE 91 RET

112+94.31 RT — ONLY N

112+92.36 — ONLY R

(M) 113+26.26 RT — TO 142 R; R

43+67.47 LT — DO NOT STOP ON TRACKS N

41+54.68 LT — ONLY N

42+75.31 LT / ~~42+69.24 LT~~ — ONLY N; DO NOT STOP ON TRACKS N N

STOP HERE ON RED; NO TURN ON RED

SPEED LIMIT 25 S

44+72.13 LT — R R N N

44+72.13 LT — R R R

APPROXIMATE NECR LICENSE LINE

APPROX NECR R.O.W.

REMOVING SIGNS
16 EACH

ERECTING SALVAGED SIGNS
9 EACH

VT ROUTE 119 STATION 43+05.44
NEW ENGLAND CENTRAL RAILROAD (NECR)
VT ROUTE 119 (BRIDGE STREET)
STA. 3229+16.50
AAR\DOT # 247794V
RR MP. 121.12

US ROUTE 5 CANAL STREET — TO GUILFORD, VT

VT ROUTE 119 BRIDGE STREET — TO HINSDALE, NH

VT ROUTE 142 — TO VERNONA

WHETSTONE BROOK

(A) 110+56.95 RT — ONLY N

7+81.27 RT — ONLY N — REMOVED BY TOWN

(B) 7+92.51 RT — THE BRATTLEBORO BEELINE RET; RET

8+22.80 RT — H RET; RET

8+48.03 RT — TO R

7+67.32 RT RET-9 — NORTH 5 EAST VERMONT 119; SOUTH VERMONT 142 RET RET

8+18.76 RT RET-12 — EAST VERMONT 119 SOUTH 5; SOUTH VERMONT 142 TO INTERSTATE 91 RET RET

(C) 113+59.33 RT — VERNON ST R&S; BRIDGE ST R&S; STOP R; BRIDGE ST S; VERNON ST S; N

112+91 LT — SPEED LIMIT 25 RET

111+95.30 RT — N

41+98.86 RT — R R N

42+18.21 RT — R R R

113+39.39 RT — ONLY N; N N

(D) 42+58.04 LT RET-18 — SOUTH VERMONT 142 H RET; SOUTH 5 TO INTERSTATE 91 RET; NORTH 5 TO VERMONT 9 / VERMONT 30 RET

(E) 42+75.31 LT RET-8 — REM ONLY; R+S SPEED LIMIT 25; REM $100 FINE; RET N; JCT 5 VERMONT 142 RET; END VERMONT 119 RET

42+50.37 RT RET-5 — RAILROAD STATION; EAST VERMONT 119 RET RET

(G) 42+78.46 RT / 43+46.52 LT — RAIL ROAD CROSSING; 2 TRACKS; RET RET; CONCRETE BASE

(H) 44+73.99 RT — RET RET RET

(I) 44+94.14 RT — RET RET

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr_ssgn.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: T. BIGELOW
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: J. SOBEL
SIGNING LAYOUT SHEET 1	SHEET 136 OF 163

NOTES
1 - SPECIAL PROVISION (PARKING METER POST)
2 - SPECIAL PROVISION (REMOVE PARKING METER POST)

VT STATE PLANE GRID
N
MATCH LINE STA. 10+00.00 SIGNING LAYOUT SHEET 1
MATCH LINE STA. 15+00.00 SIGNING LAYOUT SHEET 3
US ROUTE 5
MAIN STREET
FLAT STREET
ELLIOT STREET
CONC. SIDEWALK
GRANITE CURB
CONCRETE CURB
N10°55' 11.78"W
320.05'
N27°01' 46.31"W
85.02'
N20°02' 10.23"W
455.94'
N88°31' 48.64"E
167.94'
N80°08' 75"E
147.05'
50+79.91 RT
51+08.73 RT
51+45.38 RT
10+64.40 LT
10+67.12 LT
10+18.44 RT
10+30.05 RT
10+65.93 RT
10+69.10 RT
10+72.67 RT
10+52.34 RT
10+52.34 RT
11+33.90 LT
11+33.90 LT
11+38.05 LT
11+41.03 LT
11+53.48 RT
11+57.77 RT
11+57.77 RT
11+57.55 LT
11+80.08 RT
12+18.84 LT
12+27.34 RT
12+27.34 RT
12+58.61 LT
13+41.29 LT
13+41.29 LT
13+04.17 LT
13+13.15 RT
13+54.65 RT
13+70.80 RT
13+97.51 RT
59+94.26 RT
60+56.95 RT
61+16.39 LT
59+97.15 LT
60+33.22 LT
14+08.43 LT
14+03.79 LT
14+11.34 LT
14+28.32 LT
14+28.32 LT
HOTEL GUEST PARKING 15 min
NO RIGHT TURN ON RED
DO NOT BLOCK INTERSECTION
STOP HERE ON RED
ONLY
ELLIOT ST
MAIN ST
FLAT ST
ARCH ST
STOP
ONE WAY
LEFT TURN ON LEFT ARROW ONLY
NO PARKING THIS SIDE OF STREET
NO PARKING LOADING ZONE
CLICK IT OR TICKET
JCT
VERMONT 119
VERMONT 142
NORTH 5
BUS AND POLICE ZONE
NO TURN ON RED
LEFT ON GREEN ARROW ONLY
NO PARKING WHEN LIGHTS ARE FLASHING ORANGE = SNOW REMOVAL IN UNCOVERED OFF STREET LOTS FROM 1 AM - 7 AM PURPLE = ALL STREETS IN BUSINESS DISTRICT 11 PM - 7 AM VEHICLES IN VIOLATION WILL BE TOWED AWAY AT OWNERS EXPENSE
SIGN MOUNTED ON SIGNAL POLE
SIGN MOUNTED ON LIGHT POLE
SIGNS MOUNTED ON LIGHT POLE
SIGN MOUNTED ON TRAFFIC POLE
RET
R
R&S
S
N
B-B
HOTEL PHARMACY
#14 HENRY
#12 BOOMERANG
#10 CHRISTIAN SCIENCE READING ROOM
SALON JACQUE
LIFE'S LITTLE LUXURIES
TURN IT UP
#100 CHITTENDEN BANK
#83 DEVONS RICHARDSON
#73 FIREWORK RESTAURANT
BAKERS CARD SHOP
#103 GALLERY WALK
#105 BURROWS SPORT SHOP
DRIVEWAY
SAM'S
TRAF. SIGNAL

REMOVING SIGNS
20 EACH

ERECTING SALVAGED SIGNS
6 EACH

SPECIAL PROVISION (PARKING METER POST)
6 EACH

SPECIAL PROVISION
(REMOVE PARKING METER POST)
5 EACH

NOTE:
1) REFER TO TRAFFIC SIGNAL SHEETS FOR THE SIGNS ASSOCIATED WITH SIGNALS.
2) PAVEMENT MARKINGS ARE TO BE COMPLETED UNDER CONTRACT STP 2623 (1) AND ARE SHOWN FOR REFERENCE ONLY ON THESE PLANS.

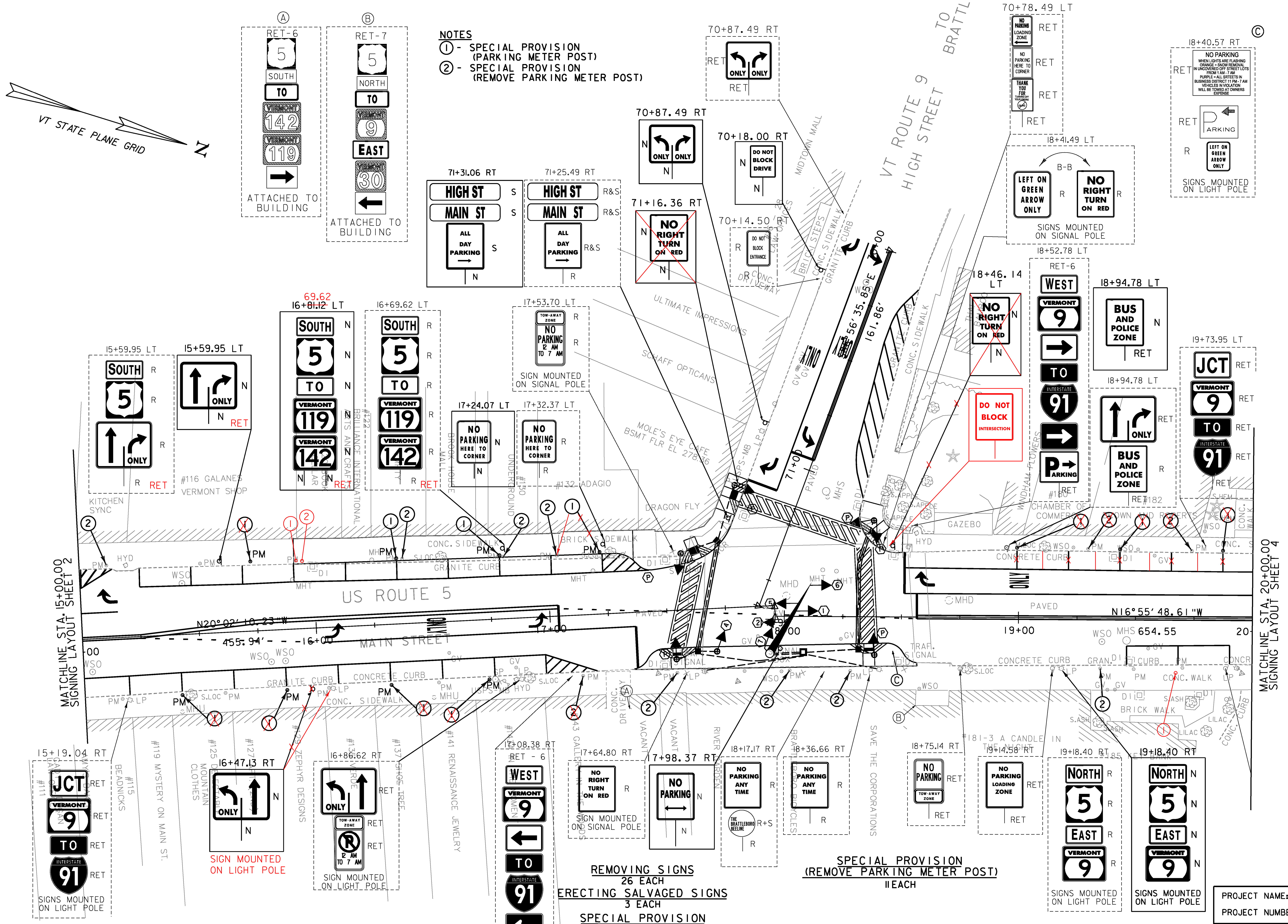
SCALE 1" = 20'-0"
20 0 20

SIGN LEGEND

[dashed box] =	EXISTING SIGN
[solid box] =	NEW SIGN
R =	REMOVE EXISTING SIGN AND POST
R+S =	SALVAGE SIGN AND RELOCATE TO NOTED LOCATION WITH NEW SIGN POST. REMOVE AND DISPOSE EXISTING SIGN POST
N =	NEW
RET =	RETAIN AT EXISTING LOCATION
B-B =	BACK TO BACK

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)

FILE NAME: z08d044bdr_ssgn.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: T. BIGELOW
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: J. SOBEL
SIGNING LAYOUT SHEET 2	SHEET 137 OF 163



NOTES
1 - SPECIAL PROVISION (PARK ING METER POST)
2 - SPECIAL PROVISION (REMOVE PARK ING METER POST)

REMOVING SIGNS
26 EACH
ERECTING SALVAGED SIGNS
3 EACH
SPECIAL PROVISION (PARKING METER POST)
11 EACH

SPECIAL PROVISION (REMOVE PARKING METER POST)
11 EACH

NOTE:
1) REFER TO TRAFFIC SIGNAL SHEETS FOR THE SIGNS ASSOCIATED WITH SIGNALS.
2) PAVEMENT MARKINGS ARE TO BE COMPLETED UNDER CONTRACT STP 2623(1) AND ARE SHOWN FOR REFERENCE ONLY ON THESE PLANS.

SCALE 1" = 20'-0"

SIGN LEGEND

- = EXISTING SIGN
- = NEW SIGN
- R = REMOVE EXISTING SIGN AND POST
- R+S = SALVAGE SIGN AND RELOCATE TO NOTED LOCATION WITH NEW SIGN POST. REMOVE AND DISPOSE EXISTING SIGN POST
- N = NEW
- RET = RETAIN AT EXISTING LOCATION
- B-B = BACK TO BACK

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)

FILE NAME: z08d044bdr_ssgn.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
SIGNING LAYOUT SHEET 3
PLOT DATE: 4/8/2010
DRAWN BY: T. BIGELOW
CHECKED BY: J. SOBEL
SHEET 138 OF 163

ELIMINATED DOUBLE POST

NOTES
① - SPECIAL PROVISION (PARKING METER POST)
② - SPECIAL PROVISION (REMOVE PARKING METER POST)

VT STATE PLANE GRID N

20+31.21 LT — ONLY N; TOW-AWAY ZONE N; 12 AM TO 7 AM N; THANK YOU FOR S

20+48.95 LT — ONLY R; TOW-AWAY ZONE R; 12 AM TO 7 AM R; THANK YOU FOR R&S

20+97.06 LT — R

22+47.96 LT — TO R

80+96.40 RT — GROVE ST S; MAIN ST S; NO PARKING BETWEEN SIGNS S; ALL DAY PARKING S

80+88.15 RT — GROVE ST R&S; MAIN ST R&S; NO PARKING BETWEEN SIGNS R&S; ALL DAY PARKING R&S

22+60.30 LT — N

80+86.65 RT — STOP N

80+86.65 RT — STOP R

GROVE STREET

N74° 48' 12.53"E 127.34'

N73° 42' 25.41"E 145.93'

N16° 55' 48.61"W 654.55

US RT 5/VT RT 9 MAIN STREET

MATCH LINE STA. 20+00.00 SIGNING LAYOUT SHEET 3

MATCH LINE STA. 129+00.00 SIGNING LAYOUT SHEET 5

#196 MASONIC TEMPLE

#204 POST OFFICE

#193 CONGREGATIONAL CHURCH BSMT FLR EL 279.60

#207 GIBSON-AIKEN CENTER

#213 FAIR POINT COMMUNICATIONS

#215 TD BANK

BAPTIST CHURCH & OMEGA OPTICAL #3 GROVE

PAVED PARKING

LANDSCAPED AREA

19+88.53 RT — NO PARKING R

20+49.14 RT — 200 FEET N

20+70.52 RT — TO R — SIGN MOUNTED ON LIGHT POLE

21+02.58 RT — NO PARKING BUS STOP; THE BRATTLEBORO BEELINE N; S; N

22+31.34 RT — TO R; G-A PARKING R; S

22+31.34 RT — N; RET

23+22.56 RT — ONLY N — SIGN MOUNTED ON LIGHT POLE

23+22.56 RT — ONLY R — SIGN MOUNTED ON LIGHT POLE

23+64.83 RT — ONLY N — MOUNTED BEHIND SIDEWALK

NOTE:
1) REFER TO TRAFFIC SIGNAL SHEETS FOR THE SIGNS ASSOCIATED WITH SIGNALS.
2) PAVEMENT MARKINGS ARE TO BE COMPLETED UNDER CONTRACT STP 2623(I) AND ARE SHOWN FOR REFERENCE ONLY ON THESE PLANS.

Ⓐ 23+39.18 RT — NO PARKING RET; RET

Ⓑ 23+56.17 RT — TO RET; RET

Ⓒ 23+84.49 RT — NO PARKING HERE TO CORNER RET; RET

Ⓓ 127+66 RT — JCT R; VERMONT 30 R; R — JCT N; VERMONT 30 N; N

Ⓔ 127+74 RT — NO PARKING RET; RET

Ⓕ 127+79 RT — B-B; P PARKING RET; P PARKING RET; G-A PARKING RET; RET

Ⓖ 128+14 RT — MAIN ST R&S; HARRIS PL R&S; STOP R; B-B; R; 0050 1302 0243 R&S — MAIN ST S; HARRIS PL S; STOP N; B-B; N; 0050 1302 0243 S; N

THINNING AND TRIMMING FOR SIGNS
1 EACH (HARRIS PL. 90+33 RT)

REMOVING SIGNS
25 EACH

ERECTING SALVAGED SIGNS
9 EACH

SPECIAL PROVISION (PARKING METER POST)
8 EACH

SPECIAL PROVISION (REMOVE PARKING METER POST)
13 EACH

SCALE 1" = 20'-0"
20 0 20

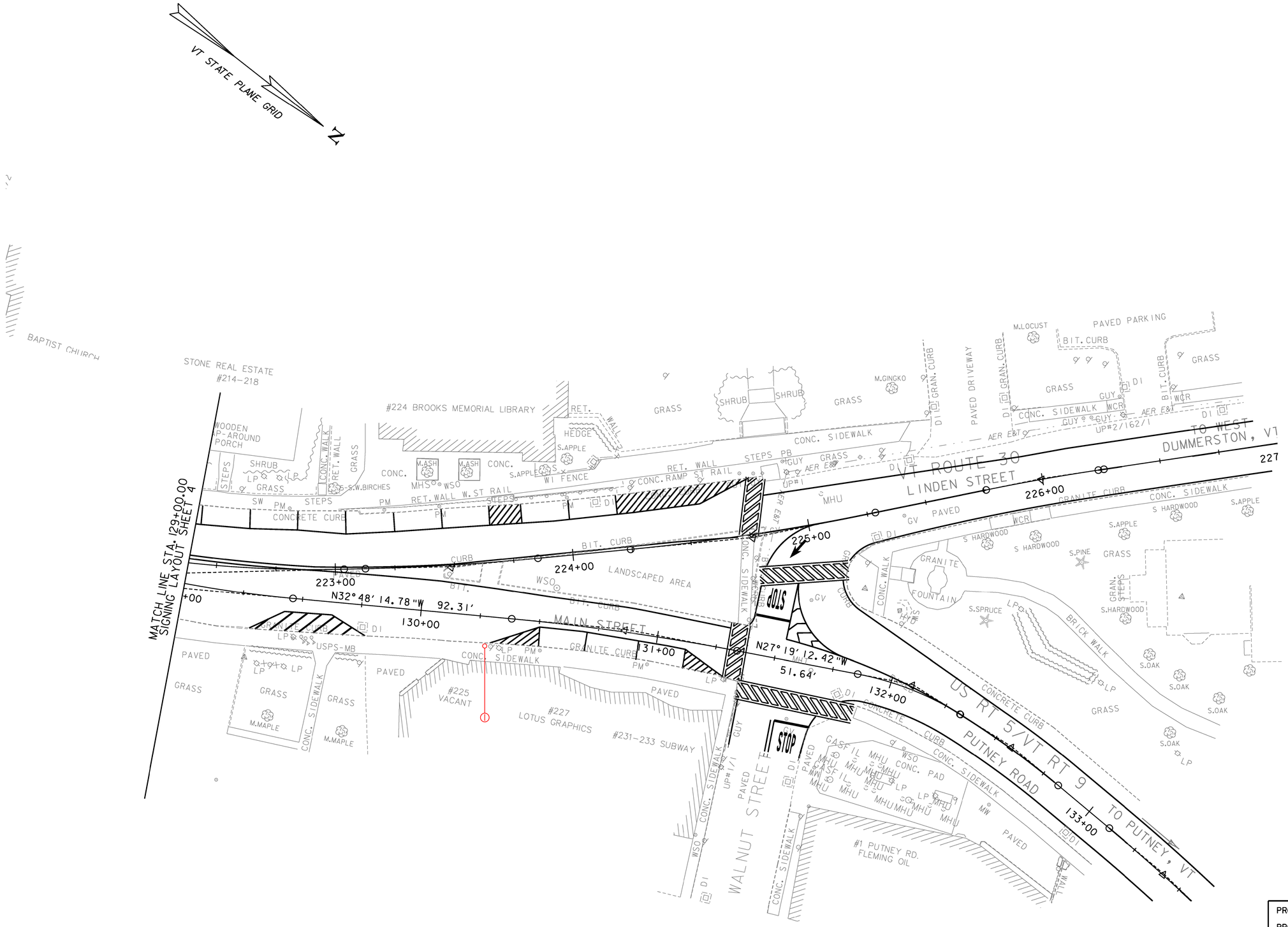
SIGN LEGEND

- [ ] = EXISTING SIGN
- [ ] = NEW SIGN
- R = REMOVE EXISTING SIGN AND POST
- R+S = SALVAGE SIGN AND RELOCATE TO NOTED LOCATION WITH NEW SIGN POST. REMOVE AND DISPOSE EXISTING SIGN POST
- N = NEW
- RET = RETAIN AT EXISTING LOCATION
- B-B = BACK TO BACK

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_ssgn.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
SIGNING LAYOUT SHEET 4

PLOT DATE: 4/8/2010
DRAWN BY: T. BIGELOW
CHECKED BY: J. SOBEL



NOTE:
1) PAVEMENT MARKINGS ARE TO BE COMPLETED UNDER CONTRACT STP 2623(1) AND ARE SHOWN FOR REFERENCE ONLY ON THESE PLANS.

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044bdr_ssgn.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: T. BIGELOW
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: J. SOBEL
SIGNING LAYOUT SHEET 5	SHEET 140 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 1

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (In)	HEIGHT (In)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (In) 1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (In) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (In) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
											OPTION ITEMS																									
US RTE 5																																			
STATION 110+56.95, RT US RTE 5	VR-922 LANE CONTROL SIGN	1	36	30	7.50						1			X																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 7+50.14, LT US RTE 5	M3-3, SOUTH						+				2			X	THE COOP WILL BE RESPONCIBLE FOR ERECTING SALVAGED SIGNS. THE ARROW WILL BE GIVEN TO THE COOP.																				INSTALL SALVAGED SIGN ON NEW POSTS		
STATION 7+50.14, LT US RTE 5	MI-4, US ROUTE SIGN						+																										INSTALL SALVAGED SIGN ON NEW POSTS (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 7+50.14, LT US RTE 5	M4-5, TO						+																										INSTALL SALVAGED SIGN ON NEW POSTS (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 7+50.14, LT US RTE 5	MI-1, INTERSTATE ROUTE SIGN						+																										INSTALL SALVAGED SIGN ON NEW POSTS (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 7+50.14, LT US RTE 5	M6-3, DIRECTIONAL ARROW	1	21	15	2.19										SIGN GIVEN TO TOWN TO BE INSTALLED LATER (COOP)																			INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH EXISTING SIGNS)		
STATION 7+81.27, RT US RTE 5	VR-922 LANE CONTROL SIGN	1	36	30	7.50						1			X																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 8+18.32, RT US RTE 5	RAILROAD PRE-EMPTION	1	36	24	6.00										TO BE INSTALLED BY MOULLISON																			INSTALL A NEW SIGN ON PEDESTAL POST (SEE TRAFFIC SIGNAL SHEET IFOR LOCATION)	SHEET 150	
STATION 8+23.42, RT US RTE 5	RAILROAD PRE-EMPTION	1	36	24	6.00																												INSTALL A NEW SIGN ON PEDESTAL POST (SEE TRAFFIC SIGNAL SHEET IFOR LOCATION)	SHEET 150	
STATION 8+89.60, LT US RTE 5	RAILROAD PRE-EMPTION	1	36	24	6.00																												INSTALL A NEW SIGN ON PEDESTAL POST (SEE TRAFFIC SIGNAL SHEET IFOR LOCATION)	SHEET 150	
STATION ~~9+09.05, LT~~ US RTE 5	VR92IL LANE CONTROL SIGN	1	~~30~~	~~30~~	~~6.25~~						1			X	ELIMINATED- SIGN DESIGNED TO BE DRIVEN INTO BRIDGE DECK (TOWN APPROVED)																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 9+71.02, LT US RTE 5	VR92IL LANE CONTROL SIGN	1	30	30	6.25						1			X																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 10+18.44, RT US RTE 5	VR-92IL LANE CONTROL SIGN	1	30	30	6.25						1			X																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 10+52.34, RT US RTE 5	DI-1, GUIDE SIGN MAIN ST						1				~~2~~ 1			X																			INSTALL SALVAGED SIGN ON NEW POST		
STATION 10+52.34, RT US RTE 5	DI-1, GUIDE SIGN ARCH ST						1																										INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
												FT	FT	FT 126.75	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB								
TOTALS		SF 53.94	SF		EA. ~~6~~ 2		SF					FT 126.75			FT					LB			EA.	LB				EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044tss.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: A.ACHARYA
TRAFFIC SIGN SUMMARY SHEET 1

PLOT DATE: 3/19/2010
DRAWN BY: A.ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 141 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 2

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMOVED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												OPTION ITEMS																									
US RTE 5																																			
STATION 10+52.34, RT US RTE 5	STOP RI-1, STOP	1	30	30	6.25																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH EXISTING SIGNS)		
STATION 10+52.34, RT US RTE 5	0050 1302 0216 MILE MARKER	1	6	10	0.42																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT BACK TO BACK WITH PREVIOUS SIGNS)		STD. E-138
STATION 10+65.93, RT US RTE 5	ONLY VR-92IL LANE CONTROL SIGN	1	30	30	6.25						2			X																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 10+65.93, RT US RTE 5	DO NOT BLOCK INTERSECTION R10-7, DO NOT BLOCK INTERSECTION	1	24	30	6.00																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH EXISTING SIGNS)		
STATION 10+67.12, LT US RTE 5	P ARKING PARKING AREA SIGN		MISSING				~~1~~				1			X		POST IN, NO SIGN																INSTALL SALVAGED SIGN ON NEW POST		
STATION 10+94.98, RT US RTE 5	WHEN CLEAR STROBE IS FLASHING R.R. GATES ARE DOWN AT VT 119 RAILROAD PRE-EMPTION	1	36	24	6.00																												INSTALL A NEW SIGN ON PEDESTAL POST (SEE TRAFFIC SIGNAL SHEET 2 FOR LOCATION)	SHEET 151	
STATION 11+41.03, LT US RTE 5	NO RIGHT TURN ON RED R10-11B, NO TURN ON RED	1	24	30	5.00						1			X																			INSTALL A NEW SIGN ON NEW POST		
STATION 11+57.77, RT US RTE 5	NORTH M3-1, NORTH	1	24	12	2.00																												INSTALL A NEW SIGN ON LIGHT POLE		
STATION 11+57.77, RT US RTE 5	5 M1-4, US ROUTE SIGN	1	24	24	4.00																												INSTALL A NEW SIGN ON LIGHT POLE (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 12+27.34, RT US RTE 5	ONLY VR-92IL LANE CONTROL SIGN	1	30	30	6.25																												INSTALL A NEW SIGN ON LIGHT POLE		STD. E-145A
STATION 13+13.15, RT US RTE 5	ONLY VR-92IL LANE CONTROL SIGN	1	30	30	6.25						1			X																			INSTALL A NEW SIGN ON NEW POST		STD. E-145A
STATION 13+41.29, LT US RTE 5	ELLIOT ST DI-1, GUIDE SIGN ELLIOT ST						1				1			X																			INSTALL SALVAGED SIGN ON NEW POST		
STATION 13+41.29, LT US RTE 5	MAIN ST DI-1, GUIDE SIGN MAIN ST						1																										INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 13+53.68, RT US RTE 5	WHEN CLEAR STROBE IS FLASHING R.R. GATES ARE DOWN AT VT 119 RAILROAD PRE-EMPTION	1	36	24	6.00																												INSTALL A NEW SIGN ON PEDESTAL POST (SEE TRAFFIC SIGNAL SHEET 3 FOR LOCATION)	SHEET 152	
MOVED STATION ~~14+11.34, LT~~ US RTE 5	NO RIGHT TURN ON RED R10-11B, NO TURN ON RED	1	24	30	5.00						1			X																			INSTALL A NEW SIGN ON NEW POST		
												FT	FT	FT 91.00	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB								
TOTALS					SF 59.42	SF	EA. ~~3~~ 2	SF				FT 91.00			FT					LB			EA.	LB				EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".

TO BE INSTALLED BY MOULLISON

TO BE INSTALLED BY MOULLISON

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME:
PROJECT LEADER: KEN UPMAL
DESIGNED BY: A.ACHARYA
TRAFFIC SIGN SUMMARY SHEET 2

PLOT DATE: 4/8/2010
DRAWN BY: A.ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 142 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 3

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	TUBULAR STEEL Ø (in) FOUNDATION	lb/ft 3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN TO BE REMOVED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												OPTION ITEMS																									
US RTE 5																																			
STATION 14+28.32, LT US RTE 5	VR-92IR LANE CONTROL SIGN	1	30	30	6.25						1			X																			INSTALL A NEW SIGN ON NEW POST		STD. E-145A
STATION 14+28.32, LT US RTE 5	BUS AND POLICE ZONE						1																									INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH THE PREVIOUS SIGN)		
STATION 15+59.95, LT US RTE 5	VR-92IR LANE CONTROL SIGN	1	30	30	6.25						1			~~X~~																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 16+47.13, RT US RTE 5	VR-92IL LANE CONTROL SIGN	1	30	30	6.25						~~1~~			~~X~~																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
16+69.62 ~~16+81.12, LT~~ STATION US RTE 5	M3-3, SOUTH	1	24	12	2.00						~~2~~						~~X~~	~~2~~	~~2~~														INSTALL A NEW SIGN ON A NEW POST		
16+69.62 ~~16+81.12, LT~~ STATION US RTE 5	MI-4, US ROUTE SIGN	1	24	24	4.00																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
16+69.62 ~~16+81.12, LT~~ STATION US RTE 5	M4-5, TO	1	24	12	2.00																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		STD. E-136B
16+69.62 ~~16+81.12, LT~~ STATION US RTE 5	VERMONT 119	1	30	24	5.00																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		STD. E-136B
16+69.62 ~~16+81.12, LT~~ STATION US RTE 5	VERMONT 142	1	30	24	5.00																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 17+24.07, LT US RTE 5	NO PARKING HERE TO CORNER	1	12	18	1.50						1		X																				INSTALL A NEW SIGN ON A NEW POST		
STATION 17+80.60, RT US RTE 5	WHEN CLEAR STROBE IS FLASHING R.R. GATES ARE DOWN AT VT 119 RAILROAD PRE-EMPTION	1	36	24	6.00																												INSTALL A NEW SIGN ON PEDESTAL POST (SEE TRAFFIC SIGNAL SHEET 4 FOR LOCATION)	SHEET 153	
STATION 17+98.37, RT US RTE 5	NO PARKING ⟷	1	12	18	1.50						1		X																				INSTALL A NEW SIGN ON A NEW POST		
STATION 18+46.14, LT US RTE 5	NO RIGHT TURN ON RED RIO-11B, NO TURN ON RED	1	24	30	5.00						1			X																			INSTALL A NEW SIGN ON A NEW POST		
STATION 18+94.78, LT US RTE 5	BUS AND POLICE ZONE	1	24	30	5.00				1																								INSTALL A NEW SIGN ON EXISTING POST		
STATION 19+18.40, RT US RTE 5	NORTH M3-1, NORTH	1	24	12	2.00																												INSTALL A NEW SIGN ON LIGHT POLE		
												FT	FT 23.26	FT 50.74	FT	FT 74.00	FT 37.00		EA 2	LB	LB	LB		LB	LB	LB	LB								
TOTALS		SF 57.75	SF	EA. 1	SF							FT 74.00			FT 37.00					LB			EA.	LB				EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME:
PROJECT LEADER: KEN UPMAL
DESIGNED BY: A.ACHARYA
TRAFFIC SIGN SUMMARY SHEET 3

PLOT DATE: 3/19/2010
DRAWN BY: A.ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 143 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 4

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE STEEL (in) lb/ft 1.75 1.88	SQUARE STEEL (in) lb/ft 2.0 2.42	SQUARE STEEL (in) lb/ft 2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	TUBULAR ALUMINUM Ø (in) lb/ft 4.0 1.7	TUBULAR ALUMINUM Ø (in) lb/ft 4.0 MOD 1.7	TUBULAR STEEL Ø (in) FOUNDATION	TUBULAR STEEL Ø (in) lb/ft 3.0 7.6	TUBULAR STEEL Ø (in) lb/ft 3.5 9.0	TUBULAR STEEL Ø (in) lb/ft 4.0 10.8	TUBULAR STEEL Ø (in) lb/ft 5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
											OPTION ITEMS																									
US RTE 5																																			
STATION 19+18.40, RT US RTE 5	MI-4, US ROUTE SIGN	1	24	24	4.00																												INSTALL A NEW SIGN ON LIGHT POLE (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 19+18.40, RT US RTE 5	M3-2, EAST	1	24	12	2.00																												INSTALL A NEW SIGN ON LIGHT POLE (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 19+18.40, RT US RTE 5	VERMONT 9	1	24	24	4.00																												INSTALL A NEW SIGN ON LIGHT POLE (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 20+31.21, LT US RTE 5	VR-92IR LANE CONTROL SIGN	1	30	30	6.25						~~2~~			X																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 20+31.21, LT US RTE 5	TOW-AWAY ZONE	1	12	6	0.50																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 20+31.21, LT US RTE 5	R7-2a NO PARKING	1	12	18	1.50																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 20+31.21, LT US RTE 5	NO IDLING						1																										INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 20+49.14, RT US RTE 5	W11-2, PEDESTRIAN AHEAD	1	30	30	6.25						1			X																			INSTALL A NEW SIGN ON A NEW POST TYPE IX FLUORESCENT YELLOW GREEN BACKGROUND RETROREFLECTIVE SHEETING		
STATION 20+49.14, RT US RTE 5	W16-2 200 FT	1	24	18	3.00																												INSTALL A NEW SIGN ON A NEW POST TYPE IX FLUORESCENT YELLOW GREEN BACKGROUND RETROREFLECTIVE SHEETING (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 21+02.58, RT US RTE 5	NO PARKING BUS STOP	1	12	18	1.50						1			X																			INSTALL A NEW SIGN ON A NEW POST		
STATION 21+02.58, RT US RTE 5	THE BRATTLEBORO BEELINE						1																										INSTALL SALVAGED SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 22+31.34, RT US RTE 5	W11-2, PEDESTRIAN AHEAD	1	30	30	6.25						1																						INSTALL A NEW SIGN ON EXISTING POST TYPE IX FLUORESCENT YELLOW GREEN BACKGROUND RETROREFLECTIVE SHEETING		
STATION 22+31.34, RT US RTE 5	W16-7p ARROW	1	24	12	2.00																												INSTALL A NEW SIGN ON EXISTING POST TYPE IX FLUORESCENT YELLOW GREEN BACKGROUND RETROREFLECTIVE SHEETING (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 23+22.56, RT US RTE 5	VR-92IL LANE CONTROL SIGN	1	30	30	6.25																												INSTALL A NEW SIGN ON LIGHT POLE		STD. E-145A
STATION 22+60.30, LT US RTE 5	W11-2, PEDESTRIAN AHEAD	1	30	30	6.25						1			X																			INSTALL A NEW SIGN ON A NEW POST TYPE IX FLUORESCENT YELLOW GREEN BACKGROUND RETROREFLECTIVE SHEETING		
												FT	FT	FT 75.25	FT	FT	FT		EA 4	LB	LB	LB		LB	LB	LB	LB								
TOTALS					SF 49.75	SF	EA. ~~2~~ 1	SF				FT 75.25			FT					LB			EA.	LB				EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME:
PROJECT LEADER: KEN UPMAL
DESIGNED BY: A.ACHARYA
TRAFFIC SIGN SUMMARY SHEET 4

PLOT DATE: 3/19/2010
DRAWN BY: A.ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 144 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 5

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) 1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLIP SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
											OPTION ITEMS																									
US RTE 5																																			
STATION 22+60.30, LT US RTE 5	WI6-7p ARROW	1	24	12	2.00									X																			INSTALL A NEW SIGN ON A NEW POST TYPE IX FLUORESCENT YELLOW GREEN BACKGROUND RETROREFLECTIVE SHEETING (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 23+64.83, RT US RTE 5	VR-92IL LANE CONTROL SIGN	1	30	30	6.25						1			X																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 127+66, RT US RTE 5	M2-1 JUNCTION	1	24	12	2.00						1			X																			INSTALL A NEW SIGN ON A NEW POST		
STATION 127+66, RT US RTE 5	VERMONT 30	1	24	24	4.00																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		STD. E-136B
STATION 127+66, RT US RTE 5	M6-2, ARROW	1	24	12	2.00																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
VT RTE 119																																			
STATION 40+92.44, LT VT RTE 119	MAIN ST DI-1, GUIDE SIGN MAIN ST						1		1		+			X																			INSTALL SALVAGED SIGN ON NEW POST		
STATION 40+92.44, LT VT RTE 119	BRIDGE ST DI-1, GUIDE SIGN ARCH ST						1																										INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 40+92.44, LT VT RTE 119	0050 1302 0213 MILE MARKER						1																										INSTALL SALVAGED SIGN ON NEW POSTS (SUB-MOUNT WITH PREVIOUS SIGN)		STD. E-138
STATION 41+54.68, LT VT RTE 119	VR-922 LANE CONTROL SIGN	1	36	30	7.50						1			X																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 41+98.86, RT VT RTE 119	WIO-1 RAILROAD CROSSING	1			7.10						1			X																			INSTALL A NEW SIGN ON A NEW POST		
STATION 42+69.24, LT VT RTE 119	VR-922 LANE CONTROL SIGN	1	36	30	7.50						~~1~~ 2			X																			INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 42+69.24, LT VT RTE 119	DO NOT STOP ON TRACKS R8-8 DO NOT STOP ON TRACKS	1	30	30	6.25																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 43+67.47, LT VT RTE 119	DO NOT STOP ON TRACKS R8-8 DO NOT STOP ON TRACKS	1	30	30	6.25						1			X																			INSTALL A NEW SIGN ON A NEW POST		
STATION 44+72.13, LT VT RTE 119	WIO-1 RAILROAD CROSSING	1	30	30	6.25						1			X																			INSTALL A NEW SIGN ON A NEW POST		
												FT	FT	FT 115.08	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB								
TOTALS					SF 57.10	SF	EA. 3	SF				FT 115.08			FT					LB			EA.	LB				EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME:
PROJECT LEADER: KEN UPMAL
DESIGNED BY: A.ACHARYA
TRAFFIC SIGN SUMMARY SHEET 5

PLOT DATE: 3/19/2010
DRAWN BY: A.ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 145 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 6

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75	2.0	2.5	1.88	2.42	3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0	4.0	4.0 MOD	1.3	1.7	1.7	FOUNDATION	TUBULAR STEEL Ø (in) lb/ft 3.0	3.5	4.0	5.0	7.6	9.0	10.8	14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMOVED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												OPTION ITEMS																																
VT RTE 142																																												
STATION 111+95.30, RT VT RTE 142	W3-3 SIGNAL AHEAD	1	30	30	6.25						1			X																													INSTALL A NEW SIGN ON A NEW POST		
STATION 112+94.31, RT VT RTE 142	VR-92IR LANE CONTROL SIGN	1	30	30	6.25						1			X																													INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 113+39.39, RT VT RTE 142	VR-92IR LANE CONTROL SIGN	1	30	30	6.25						2			X																													INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 113+39.39, RT VT RTE 142	W10-4 RAILROAD CROSSING	1	30	30	6.25																																					INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 113+59.33, RT VT RTE 142	BRIDGE ST D1-1, GUIDE SIGN BRIDGE ST						1				1			X																													INSTALL SALVAGED SIGN ON A NEW POST		
STATION 113+59.33, RT VT RTE 142	VERNON ST D1-1, GUIDE SIGN VERNON ST						1																																			INSTALL SALVAGED SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
FLAT STREET																																											
STATION 51+45.38, RT FLAT STREET	NO RIGHT TURN ON RED R10-11B, NO TURN ON RED	1	24	30	5.00						1			X																													INSTALL A NEW SIGN ON NEW POST		
ELLIOT STREET																																												
STATION 59+94.26, RT ELLIOT STREET	ONLY ONLY VR-925 LANE CONTROL SIGN	1	30	36	7.50						1			X																													INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 60+56.95, RT ELLIOT STREET	ONLY ONLY VR-925 LANE CONTROL SIGN	1	30	36	7.50						1			X																													INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
STATION 61+16.39, RT ELLIOT STREET	NO RIGHT TURN ON RED R10-11B, NO TURN ON RED	1	24	30	5.00						1			X																													INSTALL A NEW SIGN ON NEW POST		
VT RTE 9	PLACED "NO RIGHT TURN" SIGN FROM STA. 14+11.34 LT IN SAME LOCATION AS 5SF COUNTED ON PAGE 142																																											
STATION 70+18.00, RT VT RTE 9	DO NOT BLOCK DRIVE	1	24	30	5.00						1			X																													INSTALL A NEW SIGN ON NEW POST		
STATION 70+87.49, RT VT RTE 9	ONLY ONLY VR-925 LANE CONTROL SIGN	1	30	36	7.50						1			X																													INSTALL A NEW SIGN ON A NEW POST		STD. E-145A
												FT	FT	FT	FT	FT	FT		EA	LB	LB	LB							LB	LB	LB	LB									
														140.75							10																						
TOTALS		SF 62.50	SF	EA. 2	SF		FT 140.75				FT							LB			EA.	LB				EA.	EA.	LB														

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME:
PROJECT LEADER: KEN UPMAL
DESIGNED BY: A.ACHARYA
TRAFFIC SIGN SUMMARY SHEET 6

PLOT DATE: 3/19/2010
DRAWN BY: A.ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 146 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 7

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NO. OF POSTS	NEW SIGN POSTS: FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 / 1.88	2.0 / 2.42	2.5 / 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 / 1.3	4.0 / 1.7	4.0 MOD / 1.7	FOUND-ATION	TUBULAR STEEL Ø (in) lb/ft 3.0 / 7.6	3.5 / 9.0	4.0 / 10.8	5.0 / 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL: DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
											OPTION ITEMS																									
VT RTE 9																																			
STATION 71+16.36, RT VT RTE 9	NO RIGHT TURN ON RED — R10-11B, NO TURN ON RED	1	24	30	5.00						1			X																			INSTALL A NEW SIGN ON NEW POST		
STATION 71+31.06, RT VT RTE 9	HIGH ST — D1-1, GUIDE SIGN HIGH ST						1				1			X																			INSTALL SALVAGED SIGN ON NEW POST		
STATION 71+31.06, RT VT RTE 9	MAIN ST — D1-1, GUIDE SIGN MAIN ST						1																										INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 71+31.06, RT VT RTE 9	ALL DAY PARKING — PARKING						1																										INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
GROVE STREET																																			
STATION 80+86.65, RT GROVE STREET	STOP — R1-1, STOP	1	30	30	6.25						1 → 2			X																			INSTALL A NEW SIGN ON A NEW POST		
STATION 80+86.65, RT GROVE STREET	R3-2, LEFT TURN PROHIBITED	1	30	30	6.25																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 80+96.40, RT GROVE STREET	GROVE ST — D1-1, GUIDE SIGN GROVE ST		SIGN WAS NOT PRESENT				+				1			X																			INSTALL SALVAGED SIGN ON NEW POST		
STATION 80+96.40, RT GROVE STREET	MAIN ST — D1-1, GUIDE SIGN MAIN ST						+																										INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 80+96.40, RT GROVE STREET	NO PARKING BETWEEN SIGNS — NO PARKING						1																										INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 80+96.40, RT GROVE STREET	ALL DAY PARKING — PARKING						1																										INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
HARRIS PLACE																																			
STATION 128+14, RT HARRIS PLACE	MAIN ST — D1-1, GUIDE SIGN MAIN ST						1				2			X																			INSTALL SALVAGED SIGN ON NEW POSTS		
STATION 128+14, RT HARRIS PLACE	HARRIS PL — D1-1, GUIDE SIGN HARRIS PL						1																										INSTALL SALVAGED SIGN ON NEW POSTS (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 128+14, RT HARRIS PLACE	STOP — R1-1, STOP	1	30	30	6.25																												INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
												FT	FT	FT 94.00	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB								
TOTALS					SF 23.75	SF	EA. 7 ~~9~~	SF				FT 94.00			FT					LB			EA.	LB				EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME:
PROJECT LEADER: KEN UPMAL
DESIGNED BY: A.ACHARYA
TRAFFIC SIGN SUMMARY SHEET 7

PLOT DATE: 3/19/2010
DRAWN BY: A.ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 147 OF 163

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 8

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NO. OF POSTS	NEW SIGN POSTS: FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75	2.0	2.5	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0	4.0	4.0 MOD	TUBULAR STEEL Ø (in) FOUNDATION	lb/ft 3.0	3.5	4.0	5.0	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REFRAMED REQUIRED	REMARKS	SIGN DETAIL: DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												1.12	2.0	3.0	1.88	2.42	3.35			1.3	1.7	1.7		7.6	9.0	10.8	14.6								
												OPTION ITEMS																								
HARRIS PLACE																																				
STATION 128+14, RT HARRIS PLACE	R3-2, LEFT TURN PROHIBITED	1	24	24	4.00																													INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)		
STATION 128+14, RT HARRIS PLACE	0050 1302 0243 MILE MARKER						1																											INSTALL SALVAGED SIGN ON NEW POSTS (SUB-MOUNT BACK TO BACK WITH PREVIOUS SIGN)		STD. E-138
												FT	FT	FT	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB								
TOTALS					SF 4.00	SF	EA. 1	SF				FT			FT					LB			EA.	LB				EA.	EA.	LB					

	SF	SF	EA.	SF		FT	FT	LB	EA.	LB	EA.	EA.	LB
TRAFFIC SIGN SUMMARY SHEET 1 TOTALS	~~53.94~~ 29.69		~~6~~ 2			~~126.75~~ 48.33							
TRAFFIC SIGN SUMMARY SHEET 2 TOTALS	~~59.42~~ 47.42		~~3~~ 2			~~91.00~~ 61.93							
TRAFFIC SIGN SUMMARY SHEET 3 TOTALS	57.75		1			~~74.00~~ 37.83	~~37.00~~						
TRAFFIC SIGN SUMMARY SHEET 4 TOTALS	~~49.75~~ 48.25		2			~~75.25~~ 45.75							
TRAFFIC SIGN SUMMARY SHEET 5 TOTALS	57.10		3			~~115.08~~ 84.75							
TRAFFIC SIGN SUMMARY SHEET 6 TOTALS	62.50		2			~~140.75~~ 115.5							
TRAFFIC SIGN SUMMARY SHEET 7 TOTALS	23.75		~~9~~ 7			~~94.00~~ 61.67							
TRAFFIC SIGN SUMMARY SHEET 8 TOTALS	4.00		1										
GRAND TOTALS	~~368.21~~ 330.46		~~27~~ 20			~~716.83~~ 455.76	~~37.00~~ 0						

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME:
PROJECT LEADER: KEN UPMAL
DESIGNED BY: A.ACHARYA
TRAFFIC SIGN SUMMARY SHEET 8

PLOT DATE: 4/8/2010
DRAWN BY: A.ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 148 OF 163

THIS SHEET IS INTENTIONALLY LEFT BLANK

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)

FILE NAME:	PLOT DATE: 3/17/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY:
DESIGNED BY:	CHECKED BY:
BLANK SHEET	SHEET 149 OF 163

MAJOR EQUIPMENT LIST

EQUIPMENT ITEM NO. 678.15	US 5 (MAIN STREET) @ FLAT STREET
CANTILEVER POLES W/MAST ARMS	1
PEDESTAL POSTS	5
NEW 12" TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE	
ONE-WAY, 3-SECTION	2
ONE-WAY, 5-SECTION	1
TWO-WAY, 3-SECTION	1
ONE-WAY, 3-SECTION PEDESTAL POST TOP-MOUNTED	2
PEDESTRIAN PUSHBUTTON ASSEMBLIES - PEDESTAL POST MOUNTED	4
ACCESSIBLE PEDESTRIAN SIGNAL	
PEDESTAL POST TOP MOUNTED, ONE-WAY	1
PEDESTAL POST TOP MOUNTED, TWO-WAY	2
PEDESTAL POST SIDE-MOUNTED, ONE-WAY	1
CONTROLLER/CABINET	1
OPTICAL VEHICLE PREEMPTION SYSTEM	1
RADIO INTERCONNECT/VIDEO DETECTION SYSTEM	1
RAILROAD PREEMPTION SYSTEM	1
POWER DROP STANCHION	1

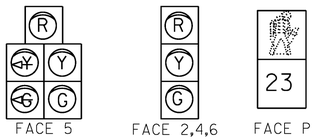
EQUIPMENT	ITEM NO.	UNIT	US 5 (MAIN STREET) @ FLAT STREET	NOTES
WIRED CONDUIT (2") (PVC)	678.23	LF	224'	-
WIRED CONDUIT (2½") (PVC)	678.23	LF	20'	-
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	678.30	LF	94'	-
PULL BOX - STANDARD	678.25	EA	2	-

THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE ETC., ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.

NOTES:

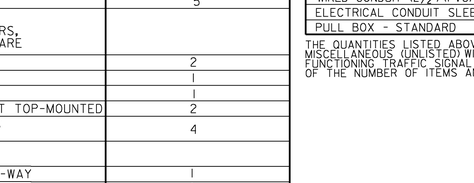
1. OFFSET IS REFERENCED AT THE END OF PHASE 2.
2. SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
3. VIDEO DETECTION AREAS 2, 4, 5 AND 6 ARE IN NON-LOCK PRESENCE MODE.
4. SIGNAL TO COORDINATE WITH MAIN STREET SYSTEM AT ELLIOT STREET (MASTER) BY INTERCONNECT VIA SPREAD SPECTRUM RADIO.
5. ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
6. SPREAD SPECTRUM RADIO ASSEMBLY TO RECEIVE SIGNAL TO COORDINATE WITH 142/119, ELLIOT STREET, AND ROUTE 9 (HIGH STREET). INSTALL ANTENNA ON MP2A AND REMOTE RADIO IN THE CONRTOLLER CABINET. MASTER RADIO TO BE INSTALLED IN CABINET AT ELLIOT STREET AND A TWO-WAY ANTENNA ON THE MAST ARM. ALL OTHER LOCATIONS IN THE SYSTEM SHALL RECEIVE REMOTE RADIOS AND ANTENNAS.
7. RAILROAD PREEMPTION TO FORCE PHASE 6 AND HOLD UNTIL RELEASED. CABINET TO INCLUDE CONTACT CLOSURE RADIO TO COMMUNICATE WITH THE SIGNAL AT ROUTE 119 AND ROUTE 142.
8. SIGNAL TO INCLUDE VEHICLE IDENTIFYING OPTICAL PRE-EMPT. AND COMMUNICATION SYSTEM. THE SYSTEM INCLUDES AN OPTICAL SIGNAL PROCESSOR, 3 OPTICAL DETECTORS, RED STROBE LIGHT AND APPROX. 235+/- OF DETECTOR CABLE.

SIGNAL FACE ARRANGEMENT 12" LENSES



FACE 5 FACE 2,4,6 FACE P

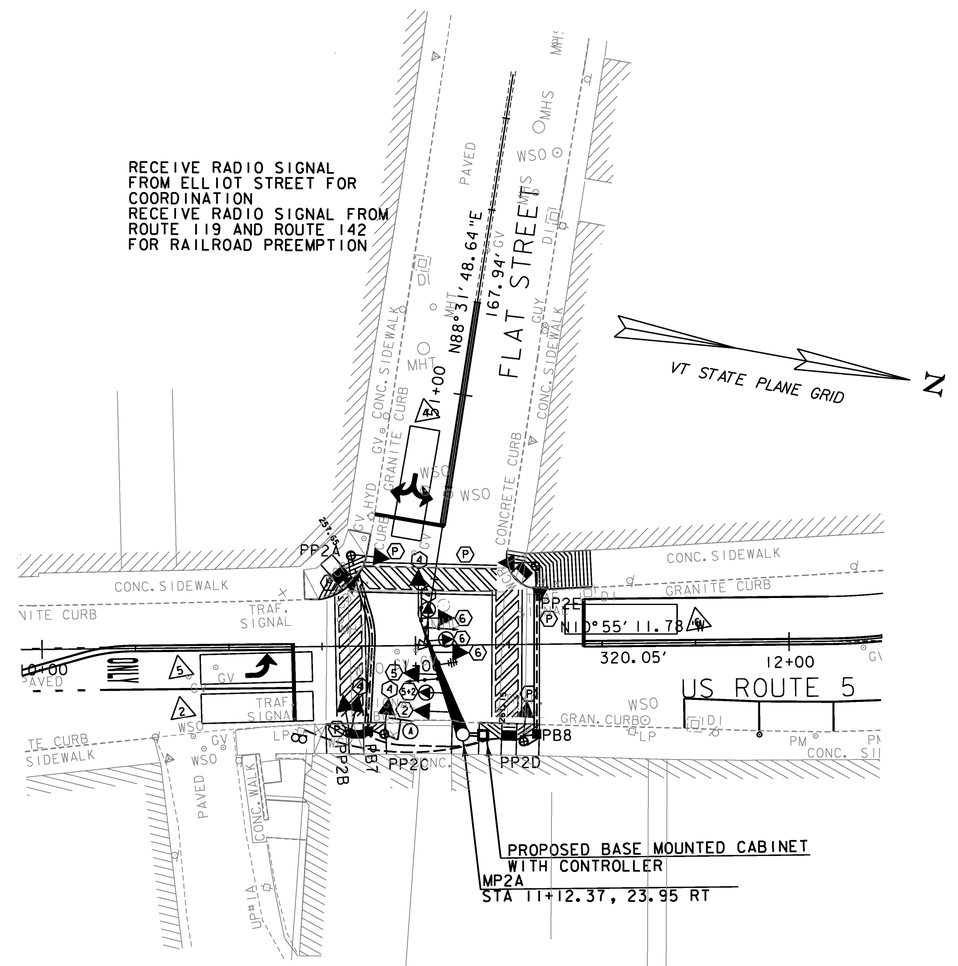
NOTE:
INCLUDE BACKPLATES ON ALL SIGNAL FACES.



RAILROAD PRE-EMPTION SIGN DETAIL

MATERIALS: SEE STD. E-144
COLORS: TEXT & BORDER - BLACK
BACKGROUND - WHITE (REFL. ENCAPSULATED LENS)
NOT TO SCALE
(A)

NOTE: SEE SIGNING SHEETS FOR ALL OTHER SIGNS.



SEE REVISED SHEET 151R

SEE SHEET 157 FOR MAST ARM CROSS SECTION

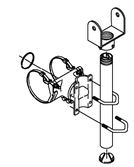
SEE SHEETS 26-66 FOR PAVEMENT MARKINGS

SEE SHEETS 136-140 FOR SIGNING LAYOUT

ALL SIGNALS WITHIN THE MAIN STREET SIGNAL SYSTEM ARE COORDINATED AND A PART OF THE WIRELESS RADIO INTERCONNECT. SEE SHEETS 150, 152, 153 - TRAFFIC SIGNAL SHEETS NO. 1, 3 AND 4 FOR THE OTHER LOCATIONS.

CAMERA EXTENSION BRACKET FOR MAST ARM AND MONOTUBE SIGN BRIDGE

N.T.S.



TWO PIECE CAMERA MOUNT
TUBE LENGTHS: 23", 37", 46", OR 74"
BAND LENGTHS: 29", 36", 42", 48", OR 56"

Notes:
All assemblies shall have steel fasteners and stainless steel clamp screw kits.
For 2 piece bracket mounts shall be specified for camera type.

EXISTING	NEW	LEGEND
		MAST ARM POLE (MP)
		STRAIN POLE (SP)
		CONTROLLER CABINET
		PULLBOX (PB)/ JUNCTION BOX (JB)
		SIGNAL HEAD
		CONDUIT
		PEDESTAL POST (PP)
		MAST ARM MOUNTED SIGN
		STANCHION
		VIDEO DETECTOR
		VIDEO DETECTION AREA
		OPTICAL DETECTOR
		REMOTE RADIO

US 5 (MAIN STREET) @ FLAT STREET

ELECTRICAL CONDUIT SLEEVE (8") (PVC)
PP2A TO PB7 - 46'
PP2E TO PB8 - 48'

WIRED CONDUIT (2½") (PVC)
CONTROLLER TO MP2A - 10'
CONTROLLER TO MP2A - 10'

WIRED CONDUIT (2") (PVC)
PB7 TO PP2A - 50'
PB8 TO PP2E - 47'
PB8 TO PP2D - 8'
CONTROLLER TO POWER STANCHION -54'

WIRED CONDUIT (2") (PVC)
CONTROLLER TO PB7 - 34'
CONTROLLER TO PB8 - 15'
PB7 TO PP2C - 8'
PB7 TO PP2B - 8'

0 20 40
SCALE IN FEET

	MID	PM	AM
ROUTE 5 - MAIN STREET 2025	33	22	23
	559	604	406

	AM	PM	MID
ROUTE 5 - MAIN STREET 2025	27	27	27
	400	569	495

		MID	PM	AM
FLAT STREET - 2025		60	53	27
		55	50	52

2025 HOURLY VOLUMES

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

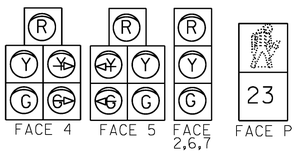
FILE NAME: z08d044trfbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET 2

PLOT DATE: 4/8/2010
DRAWN BY: T. BIGELOW
CHECKED BY: J. SOBEL
SHEET 151 OF 163

MAJOR EQUIPMENT LIST

EQUIPMENT ITEM NO. 678.15	US 5 (MAIN STREET) @ ELLIOT STREET
CANTILEVER POLES W/MAST ARMS	1
PEDESTAL POSTS	5
NEW 12" TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE	
ONE-WAY, 3-SECTION	3
ONE-WAY, 5-SECTION	1
ONE-WAY, 3-SECTION SIDE-MOUNTED - POLE	1
ONE-WAY, 5-SECTION PEDESTAL POST TOP-MOUNTED	1
PEDESTRIAN PUSHBUTTON ASSEMBLIES - PEDESTAL POST MOUNTED	5
ACCESSIBLE PEDESTRIAN SIGNAL	
PEDESTAL POST TOP MOUNTED, ONE-WAY	3
PEDESTAL POST TOP MOUNTED, TWO-WAY	1
PEDESTAL POST SIDE-MOUNTED, ONE-WAY	1
CONTROLLER/CABINETW/ MASTER EQUIPMENT	1
OPTICAL VEHICLE PREEMPTION SYSTEM	1
RADIO INTERCONNECT/VIDEO DETECTION SYSTEM	1
RAILROAD PREEMPTION SYSTEM	1
POWER DROP STANCHION	1

SIGNAL FACE ARRANGEMENT 12" LENSES



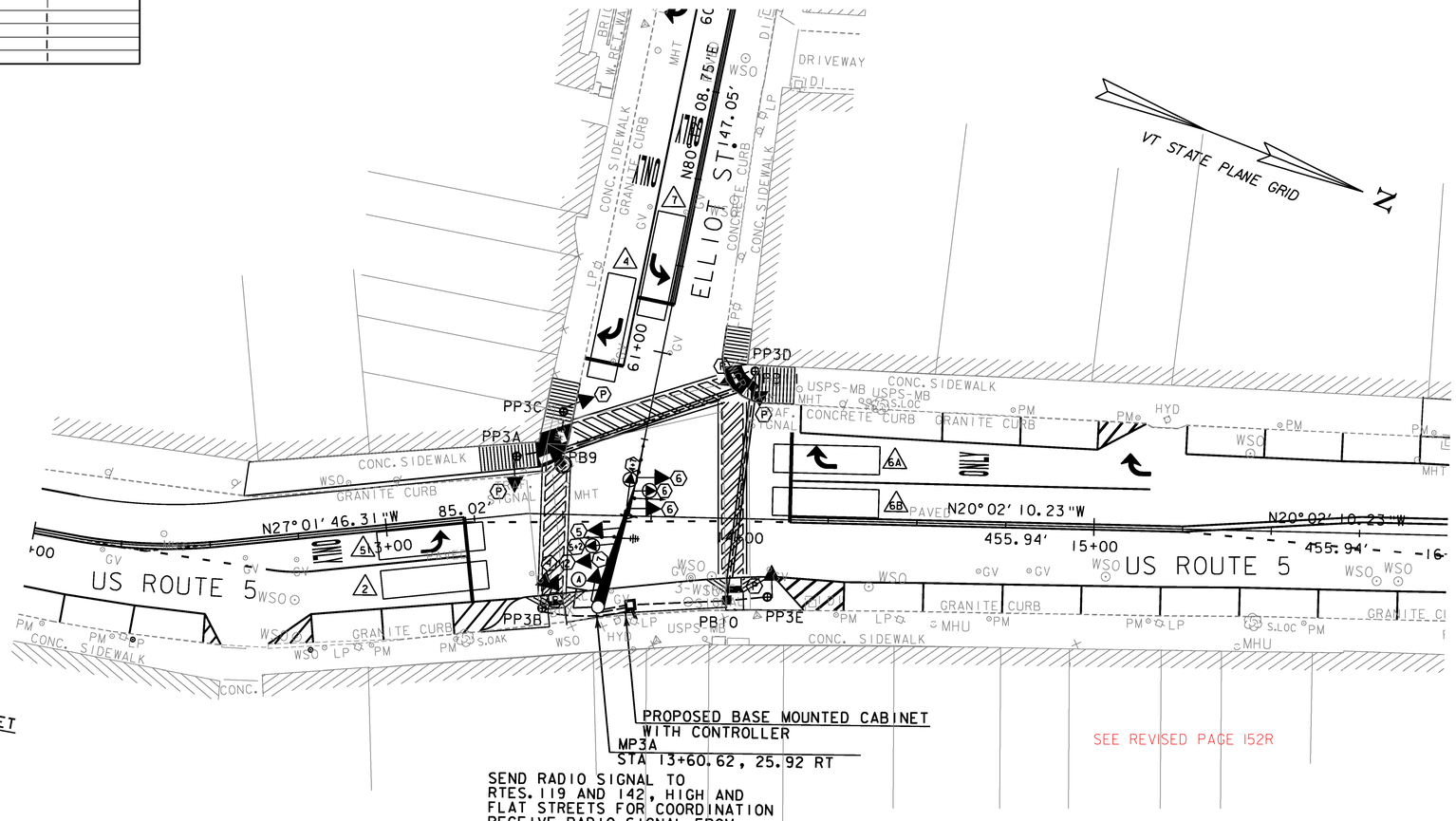
NOTE: INCLUDE BACKPLATE ALL SIGNAL FACES.

EQUIPMENT	ITEM NO.	UNIT	US 5 (MAIN STREET) @ ELLIOT STREET	NOTES
WIRED CONDUIT (2") (PVC)	678.23	LF	222'	-
WIRED CONDUIT (2½") (PVC)	678.23	LF	68'	-
ELECTRICALCONDUIT SLEEVE(8") (PVC)	678.30	LF	106'	-
PULL BOX - STANDARD	678.25	EA	3	-

THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE ETC., ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.

NOTES:

1. OFFSET IS REFERENCED AT THE END OF PHASE 2.
2. SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
3. VIDEO DETECTION AREAS 2, 4, 5, 6A, 6B AND 7 ARE IN NON-LOCK PRESENCE MODE.
4. SIGNAL TO COORDINATE WITH MAIN STREET SYSTEM WITH ALL OTHER LOCATIONS VIA SPREAD SPECTRUM RADIO. ELLIOT STREET IS MASTER LOCATION.
5. ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
6. SPREAD SPECTRUM RADIO ASSEMBLY TO SEND SIGNAL TO COORDINATE WITH 142/119, FLAT STREET AND ROUTE 9 (HIGH STREET). INSTALL TWO-WAY ANTENNA ON ON MP3A AND MASTER RADIO IN THE CONRTOLLER CABINET. REMOTE RADIOS TO BE INSTALLED IN CABINETS AT 142/119, FLAT STREETAND HIGH STREET. INSTALL ANTENNAS ON AT THESE LOCATIONS.
7. RAILROAD PREEMPTION TO FORCE PHASE 2 AND HOLD UNTIL RELEASED. CABINET TO INCLUDE CONTACT CLOSURE RADIO TO COMMUNICATE WITH THE SIGNAL AT ROUTE 119 AND ROUTE 142.
8. SIGNAL TO INCLUDE VEHICLE IDENTIFYING OPTICAL PRE-EMPT. AND COMMUNICATION SYSTEM. THE SYSTEM INCLUDES AN OPTICAL SIGNAL PROCESSOR, 3 OPTICAL DETECTORS, RED STROBE LIGHT AND APPROX. 240+/- OF DETECTOR CABLE.



ELLIOT STREET - 2025	AM	PM	MID
	70	98	76
	135	198	173

ROUTE 5 - MAIN STREET 2025		
MID	PM	AM
43	71	33
571	583	480

ROUTE 5 - MAIN STREET 2025		
AM	PM	MID
55	60	68
358	498	446

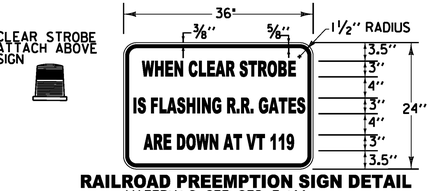
2025 HOURLY VOLUMES

SEE SHEET 157 FOR MAST ARM CROSS SECTION

SEE SHEETS 26-66 FOR PAVEMENT MARKINGS

SEE SHEETS 136-140 FOR SIGNING LAYOUT

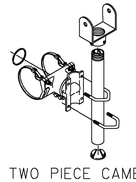
ALL SIGNALS WITHIN THE MAIN STREET SIGNAL SYSTEM ARE COORDINATED AND A PART OF THE WIRELESS RADIO INTERCONNECT. SEE SHEETS 150, 151, 152 - TRAFFIC SIGNAL SHEETS NO. 1, 2 AND 4 FOR THE OTHER LOCATIONS.



RAILROAD PREEMPTION SIGN DETAIL
MATERIALS: SEE STD. E-144
COLORS: TEXT & BORDER - BLACK
BACKGROUND - WHITE (REFL. ENCAPSULATED LENS)
NOT TO SCALE
(A)
NOTE: SEE SIGNING SHEETS FOR ALL OTHER SIGNS.

CAMERA EXTENSION BRACKET FOR MAST ARM AND MONOTUBE SIGN BRIDGE

N.T.S.



TWO PIECE CAMERA MOUNT
TUBE LENGTHS: 23", 37", 46", OR 74"
BAND LENGTHS: 29", 36", 42", 48", OR 56"

NOTES:
All assemblies shall have steel fasteners and stainless steel clamp screw kits.
For 2 piece bracket mounts shall be specified for camera type.

EXISTING	NEW	LEGEND
		MAST ARM POLE (MP)
		STRAIN POLE (SP)
		CONTROLLER CABINET
		PULLBOX (PB)/ JUNCTION BOX (JB)
		SIGNAL HEAD
		CONDUIT
		PEDESTAL POST (PP)
		MAST ARM MOUNTED SIGN
		STANCHION
		VIDEO DETECTOR
		VIDEO DETECTION AREA
		OPTICAL DETECTOR

US 5 (MAIN STREET) @ ELLIOT STREET

ELECTRICAL CONDUIT SLEEVE (8") (PVC)
PB9 TO PB11 -53'
PB10 TO PB11 -53'

WIRED CONDUIT (2") (PVC)
PB9 TO PB11 -60'
PB10 TO PB11 -64'

WIRED CONDUIT (2") (PVC) (CONT.)
PB9 TO PP3A - 14'
PB9 TO PP3C - 13'
PB10 TO PP3E - 13'
PB11 TO PP3D -8'
CONTROLLER TO LIGHT POLE - 7'
CONTROLLER TO POWER STANCHION - 7'
CONTROLLER TO PP3B - 36'

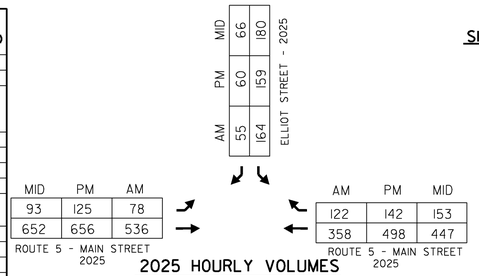
WIRED CONDUIT (2½") (PVC)
CONTROLLER TO MP3A - 15'
CONTROLLER TO MP3A - 15'
CONTROLLER TO PB10 - 38'

0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(20)
FILE NAME: z08d044trfbdr.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: T. BIGELOW
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: D. SPENCER
TRAFFIC SIGNAL SHEET 3	SHEET 152 OF 163

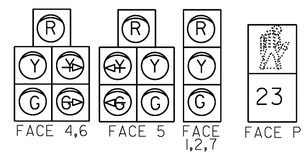
MAJOR EQUIPMENT LIST

EQUIPMENT ITEM NO. 678.15	US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)
CANTILEVER POLES W/MAST ARMS	1
PEDESTAL POSTS	6
NEW 12" TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE	
ONE-WAY, 3-SECTION	2
ONE-WAY, 5-SECTION	2
ONE-WAY, 3-SECTION SIDE-MOUNTED - POLE	1
ONE-WAY, 5-SECTION PEDESTAL POST TOP-MOUNTED	1
ACCESSIBLE PEDESTRIAN SIGNALS	
PEDESTAL POST TOP MOUNTED, ONE-WAY	4
PEDESTAL POST TOP MOUNTED, TWO-WAY	1
CONTROLLER/CABINET	1
PEDESTRIAN PUSHBUTTON ASSEMBLIES - PEDESTAL POST MOUNTED	5
OPTICAL VEHICLE PREEMPTION SYSTEM	1
RADIO INTERCONNECT/VIDEO DETECTION SYSTEM	1
RAILROAD PREEMPTION SYSTEM	1
POWER DROP STANCHION	1



2025 HOURLY VOLUMES

SIGNAL FACE ARRANGEMENT 12" LENSES



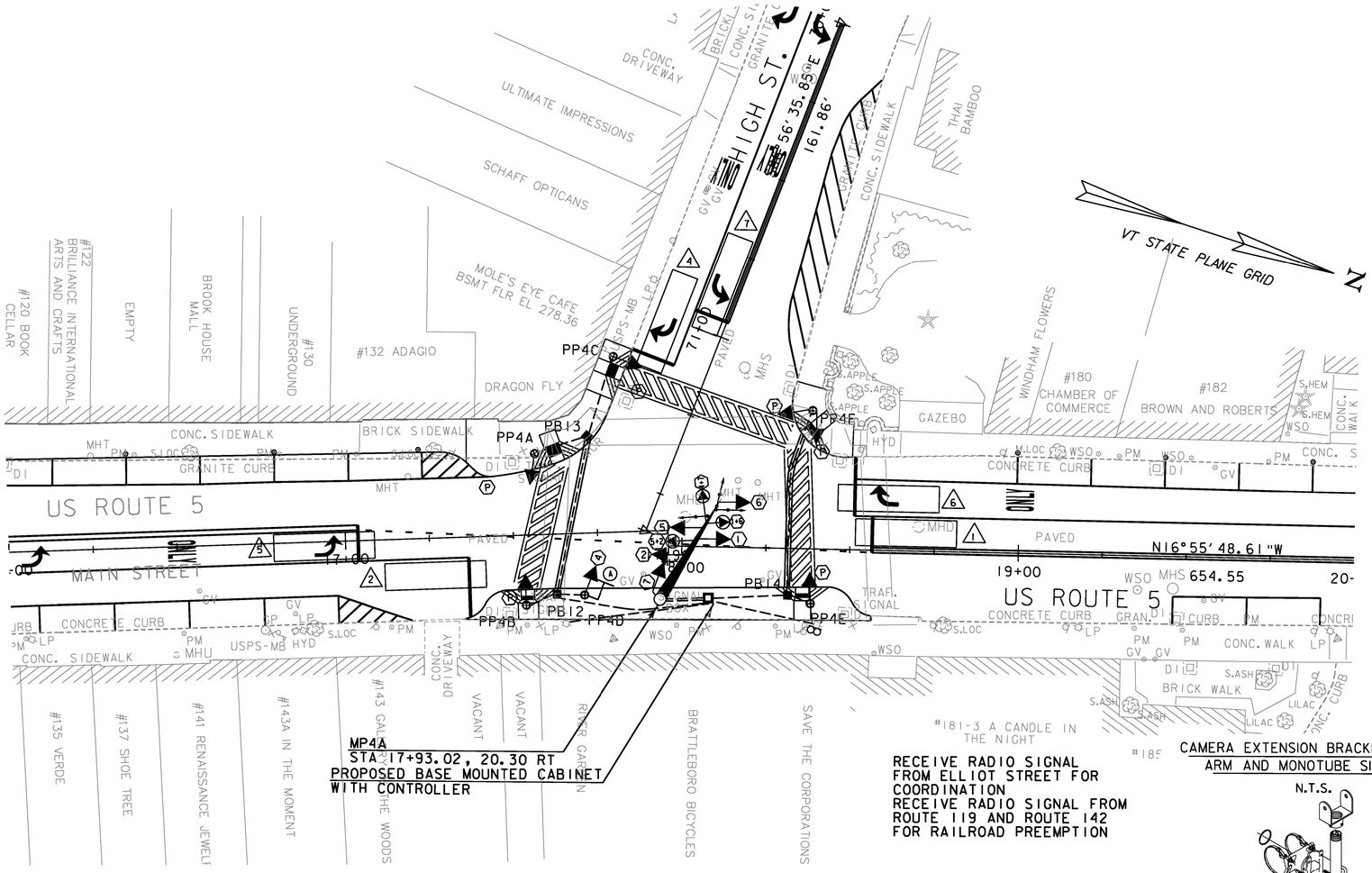
NOTE: INCLUDE BACKPLATE ALL SIGNAL FACES.

EQUIPMENT	ITEM NO.	UNIT	US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)	NOTES
WIRED CONDUIT (2") (PVC)	678.23	LF	362'	-
WIRED CONDUIT (2½") (PVC)	678.23	LF	36'	-
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	678.30	LF	94'	-
PULL BOX - STANDARD	678.25	EA	3	-

THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE ETC. ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.

NOTES:

1. OFFSET IS REFERENCED AT THE END OF PHASE 2.
2. SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
3. VIDEO DETECTION AREAS 1, 2, 4, 5, 6 AND 7 ARE IN NON-LOCK PRESENCE MODE.
4. SIGNAL TO COORDINATE WITH MAIN STREET SYSTEM AT ELLIOT STREET (MASTER) BY INTERCONNECT VIA SPREAD SPECTRUM RADIO.
5. ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
6. SPREAD SPECTRUM RADIO ASSEMBLY TO RECEIVE SIGNAL TO COORDINATE WITH 142/119, ELLIOT STREET, AND ROUTE 9 (HIGH STREET). INSTALL ANTENNA ON MP4A AND REMOTE RADIO IN THE CONRTOLLER CABINET. MASTER RADIO TO BE INSTALLED IN CABINET AT ELLIOT STREET AND A TWO-WAY ANTENNA ON THE MAST ARM. ALL OTHER LOCATIONS IN THE SYSTEM SHALL RECEIVE REMOTE RADIOS AND ANTENNAS.
7. RAILROAD PREEMPTION TO FORCE PHASE 2 AND HOLD UNTIL RELEASED. CABINET TO INCLUDE CONTACT CLOSURE RADIO TO COMMUNICATE WITH THE SIGNAL AT US 5 AND VT ROUTES 119 AND 142.
8. SIGNAL TO INCLUDE A VEHICLE IDENTIFYING OPTICAL PREEMPTION SYSTEM. THE SYSTEM INCLUDES AN OPTICAL SIGNAL PROCESSOR, 3 OPTICAL DETECTORS, RED STROBE LIGHT AND APPROX. 280+/- OF DETECTOR CABLE.



MP4A
STA 17+93.02, 20.30 RT
PROPOSED BASE MOUNTED CABINET WITH CONTROLLER

RECEIVE RADIO SIGNAL FROM ELLIOT STREET FOR COORDINATION
RECEIVE RADIO SIGNAL FROM ROUTE 119 AND ROUTE 142 FOR RAILROAD PREEMPTION

SEE SHEET 157 FOR MAST ARM CROSS SECTION

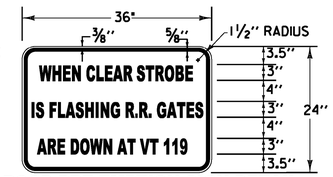
SEE SHEETS 26-66 FOR PAVEMENT MARKINGS

SEE SHEETS 136-140 FOR SIGNING LAYOUT

ALL SIGNALS WITHIN THE MAIN STREET SIGNAL SYSTEM ARE COORDINATED AND A PART OF THE WIRELESS RADIO INTERCONNECT. SEE SHEETS 150-152 -TRAFFIC SIGNAL SHEETS NO.1- 3 FOR OTHER LOCATIONS.

SEE REVISED PAGE 153R

CLEAR STROBE ATTACH ABOVE SIGN



RAILROAD PRE-EMPTION SIGN DETAIL
MATERIALS: SEE STD. E-144
COLORS: TEXT & BORDER - BLACK
BACKGROUND - WHITE (REFL. ENCAPSULATED LENS)
NOT TO SCALE
(A)
NOTE: SEE SIGNING SHEETS FOR ALL OTHER SIGNS.

EXISTING	NEW	LEGEND
		MAST ARM POLE (MP)
		STRAIN POLE (SP)
		CONTROLLER CABINET
		PULLBOX (PB)/ JUNCTION BOX (JB)
		SIGNAL HEAD
		CONDUIT
		PEDESTAL POST (PP)
		MAST ARM MOUNTED SIGN
		STANCHION
		VIDEO DETECTOR
		VIDEO DETECTION AREA
		OPTICAL DETECTOR

CAMERA EXTENSION BRACKET FOR MAST ARM AND MONOTUBE SIGN BRIDGE

N.T.S.

TWO PIECE CAMERA MOUNT
TUBE LENGTHS: 23", 37", 46", OR 74"
BAND LENGTHS: 29", 36", 42", 48", OR 56"
Notes:

All assemblies shall have steel fasteners and stainless steel clamp screw kits.

1or 2 piece bracket mounts shall be specified for camera type.

US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)

ELECTRICAL CONDUIT SLEEVE (8") (PVC)
PBI2 TO PBI3 - 45'
PBI4 TO PP4F- 49'

WIRED CONDUIT (2½") (PVC)
CONTROLLER TO MP4A - 18'
CONTROLLER TO MP4A - 18'

WIRED CONDUIT (2") (PVC)
PBI2 TO PBI3 - 50'
CONTROLLER TO PBI2 - 52'
CONTROLLER TO PBI4 - 26'
PBI4 TO PP4F - 59'

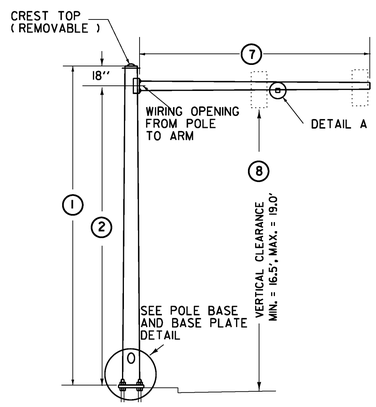
WIRED CONDUIT (2") (PVC) (CONT.)
PBI3 TO PP4C - 39'
PBI3 TO PP4A - 19'
PBI2 TO PP4B - 13'
PBI2 TO PP4D - 12'
PBI4 TO PP4E - 10'
CONTROLLER TO POWER STANCHION - 36'
CONTROLLER TO LIGHT POLE - 46 '

0 20 40
SCALE IN FEET

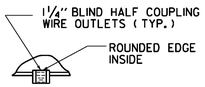
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044trfbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET 4

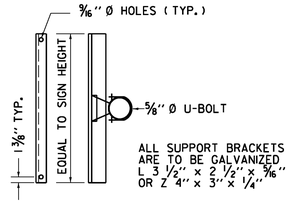
PLOT DATE: 4/8/2010
DRAWN BY: V. KACOYANNAKIS
CHECKED BY: D. SPENCER
SHEET 153 OF 163



TYPE A



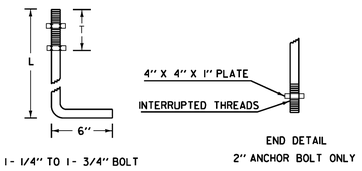
DETAIL A



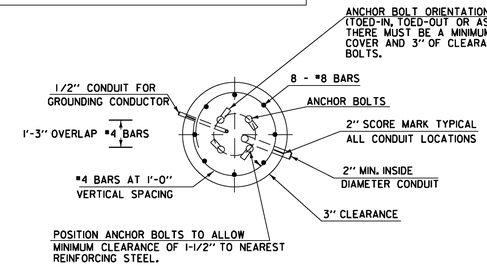
SIGN ON SINGLE
MAST ARM

SIGN BRACKET DETAILS

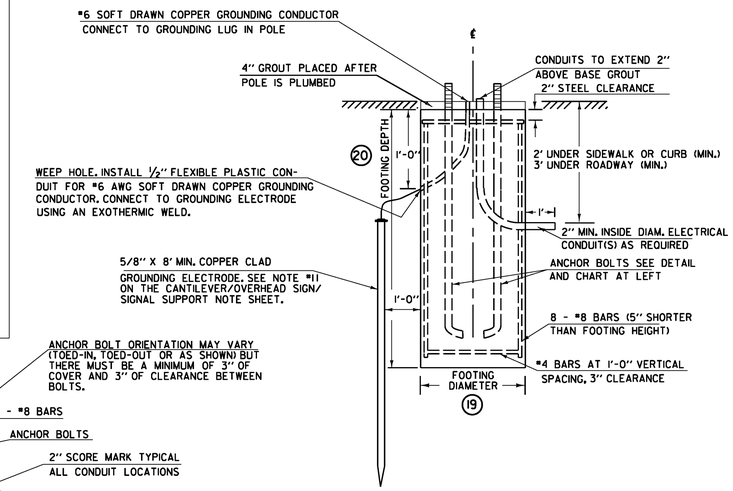
ANCHOR BOLT DETAIL		
SIZE	L (IN)	T (IN)
1- 1/4" X 48"	42	8
1- 1/2" X 60"	54	9
1- 3/4" X 90"	84	9
2" X 96"	96	9



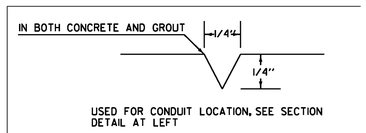
ANCHOR BOLT DETAIL



SECTION



ELEVATION

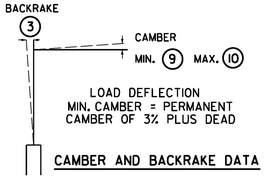


2" SCORE MARK DETAIL

CANTILEVER FOOTING DETAIL

(SPREAD FOOTINGS OR PILES ARE OPTIONAL)

POLE BASE DIAMETER (4)
POLE GAUGE (5)
POLE TAPER RATE (6)
ARM DIAMETER (11)
ARM GAUGE (12)
ARM TAPER RATE (13)



CAMBER AND BACKRAKE DATA

SEE CANTILEVER / OVERHEAD SIGN / SIGNAL SUPPORTS
NOTE SHEET FOR ADDITIONAL INFORMATION

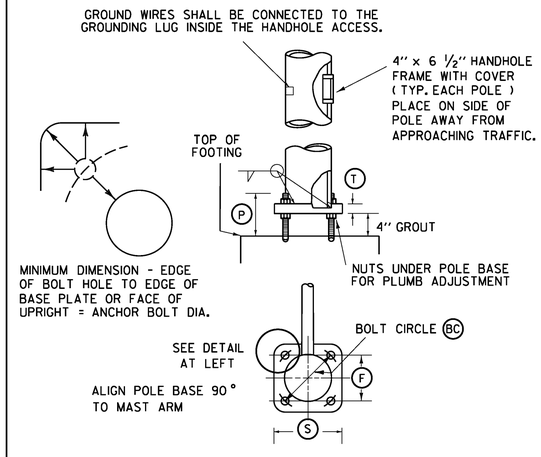
SEE SHEET(S) ____ FOR CROSS SECTIONS

STRUCTURE DIMENSIONS

POLE DATA								ARM DATA							LIGHTING DATA					FOOTING DATA		BASE PLATE / BOLT DATA					
POLE	TYPE	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(BC)	(F)	(S)	(T)	(P)	ANCHOR BOLT SIZE
MP1A	A	20.0'	18.5'	TBBM	TBBM	TBBM	TBBM	45'	17'	3½	5½	TBBM	TBBM	TBBM	N/A	N/A	N/A	N/A	N/A	VAOT	VAOT	24"	1.41'	TBBM	TBBM	TBBM	2"
MP1B	A	17.9'	16.4'	TBBM	TBBM	TBBM	TBBM	45'	17'	3½	5½	TBBM	TBBM	TBBM	N/A	N/A	N/A	N/A	N/A	VAOT	VAOT	24"	1.41'	TBBM	TBBM	TBBM	2"
MP2A	A	19.8'	18.3'	TBBM	TBBM	TBBM	TBBM	35'	17'	3½	5½	TBBM	TBBM	TBBM	N/A	N/A	N/A	N/A	N/A	VAOT	VAOT	24"	1.41'	TBBM	TBBM	TBBM	2"
MP3A	A	20.3'	18.8'	TBBM	TBBM	TBBM	TBBM	40'	17'	3½	5½	TBBM	TBBM	TBBM	N/A	N/A	N/A	N/A	N/A	VAOT	VAOT	24"	1.41'	TBBM	TBBM	TBBM	2"
MP4A	A	19.2'	17.7'	TBBM	TBBM	TBBM	TBBM	35'	17'	3½	5½	TBBM	TBBM	TBBM	N/A	N/A	N/A	N/A	N/A	VAOT	VAOT	24"	1.41'	TBBM	TBBM	TBBM	2"

TBBM = TO BE DETERMINED BY MANUFACTURER
VAOT= REFER TO GEOTECHNICAL RECOMMENDATION MEMORANDUM BY VERMONT AGENCY OF TRANSPORTATION

STANDARD DETAIL BY VAOT



POLE BASE AND BASE PLATE DETAIL

NOTE:
DETAILS
NTS

SINGLE MAST ARM CANTILEVER / FOOTING DETAIL SHEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044trfbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET 5

PLOT DATE: 4/8/2010
DRAWN BY: V. KACOYANNAKIS
CHECKED BY: J. SOBEL
SHEET 154 OF 163

TRAFFIC SIGNAL NOTES

A. NEW TRAFFIC SIGNAL EQUIPMENT

1. ALL SIGNAL HEADS SHALL BE RIGIDLY MOUNTED. ALL LENSES SHALL BE LED UNLESS SPECIFIED ON THE PLANS TO BE OPTICALLY PROGRAMMED. ALL SIGNAL HEADS SHALL INCLUDE DISCONNECT HANGERS (WHERE NEEDED), AND BACKPLATES SHALL BE INCLUDED AS SPECIFIED ON THE PLANS.

2. ALL CONTROLLERS SHALL BE ECONOLITE BRAND, MODEL ASC/3-2100 OR NAZTEC BRAND MODEL 980 (TS-2 TYPE 2). ALL CABINETS TO BE GROUND MOUNTED AND SHALL BE TYPE P.

3. A DISCONNECT BREAKER FOR EACH CIRCUIT SHALL BE INSTALLED IN A RAINPROOF (NEMA 3R), LOCKED CABINET ON A STANCHION OR ON THE SIDE OF THE STRAIN POLE NEXT TO OR BELOW THE METER SOCKET (SEE STD E-175). A SEPARATE CIRCUIT BREAKER SHALL BE INSTALLED FOR ROADWAY LIGHTING, IF APPLICABLE.

4. PUSHBUTTONS AND PEDESTRIAN SIGNS SHALL BE PROVIDED WITH ALL PROPOSED PEDESTRIAN SIGNALS.

5. PEDESTRIAN PEDESTAL POSTS SHALL BE LOCATED 1.0' BEHIND SIDEWALK UNLESS OTHERWISE SPECIFIED ON THE PLANS.

6. ALL PEDESTRIAN PUSHBUTTONS AND PEDESTRIAN SIGNALS SHALL COMPLY WITH ADA STANDARDS AND THE FOLLOWING SPECIFICATIONS, 725.13 AND 725.14.

B. SIGNAL OPERATION

1. SWITCH-OVER FROM EXISTING TO REPLACEMENT SIGNALS SHALL NOT BE DONE DURING PEAK TRAFFIC PERIODS. UNIFORMED TRAFFIC OFFICERS SHALL CONTROL TRAFFIC DURING SWITCH-OVER.

C. PULLBOXES AND JUNCTION BOXES FOR TRAFFIC SIGNALS

1. PULLBOXES/JUNCTION BOXES ARE DETAILED ON STD E-173.

2. THE LOGO ON THE PULLBOXES/JUNCTION BOXES SHALL BE "SIGNAL".

D. TRAFFIC SIGNAL CONDUIT

1. ALL TRAFFIC SIGNAL CONDUIT SHALL BE PVC UNLESS OTHERWISE SPECIFIED.

2. MINIMUM CONDUIT SIZES SHALL BE:

   2" FOR SHIELDED LEAD-IN CABLE, SIGNAL CABLE, POWER CABLE AND ALL OTHERS, UNLESS SPECIFIED OTHERWISE ON THE PLANS. SEE CHART ON STD E-172 FOR DESIGN VALUES.

3. WHEN CONDUIT IS PLACED BELOW THE ROADWAY OR ACROSS SIDE ROADS, IT SHALL BE PLACED IN AN ELECTRICAL CONDUIT SLEEVE (8") (PVC).

E. ALL DETECTION SHALL BE NON-INSTRUSIVE - VIDEO DETECTION SHALL BE UTILIZED AT ALL LOCATIONS, .

F. REMOVAL OF EXISTING OR REUSE OF SALVAGED TRAFFIC SIGNAL EQUIPMENT

1. AT THE DISCRETION OF THE TOWN OF BRATTLEBORO, REMOVED AND NOT REUSED TRAFFIC SIGNAL EQUIPMENT SHALL BE DELIVERED TO THE TOWN OF BRATTLEBORO GARAGE. UNWANTED TRAFFIC SIGNAL EQUIPMENT MUST BE DISPOSED OF BY THE CONTRACTOR. REMOVAL OF TRAFFIC SIGNAL EQUIPMENT SHALL INCLUDE REMOVAL OF CONCRETE BASES OR CUTTING BASES ONE FOOT BELOW GRADE, AND BACKFILLING OF THE HOLES. ANY TRAFFIC SIGNAL EQUIPMENT THAT IS DAMAGED OR LOST BY THE CONTRACTOR DURING REMOVAL SHALL BE REPAIRED OR REPLACED, TO THE SATISFACTION OF VTRANS AT THE CONTRACTOR'S EXPENSE. THE CONTACT PERSON FOR THE TOWN OF BRATTLEBORO SHALL BE DALE SHIPP, BRATTLEBORO FIRE DEPARTMENT, (802) 257-7646.

2. ALL SALVAGED OR REUSED TRAFFIC SIGNAL EQUIPMENT SHALL BE THOROUGHLY CLEANED AND PAINTED AS REQUIRED, BEFORE REUSE. PAYMENT WILL BE MADE UNDER THE APPROPRIATE 900.620 SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) ITEM IN THE CONTRACT.

G. GENERAL

1. THE CONTRACTOR SHALL ACQUIRE ALL NECESSARY LOCAL PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANY TO PROVIDE A PERMANENT POWER SUPPLY TO THE SIGNAL AND STREET LIGHTING EQUIPMENT, IF APPLICABLE. THE ROUTING OF POWER TO THE INTERSECTION SHALL BE SUCH THAT VTRANS HAS FULL RESPONSIBILITY FROM THE TRANSFORMER THROUGH THE SIGNAL. NO INTERVENING OWNERSHIP/RESPONSIBILITY SHALL BE ALLOWED.

2. A METAL PLAQUE LISTING OWNERSHIP AND EMERGENCY PHONE NUMBERS SHALL BE ATTACHED TO THE OUTSIDE OF THE CONTROLLER CABINET. CONTACT THE VTRANS DISTRICT OFFICE TO VERIFY APPROPRIATE PHONE NUMBERS.

H. COORDINATION, ETC.

1. SPREAD SPECTRUM RADIO SHALL BE USED AS THE METHOD OF COORDINATION FOR THE MAIN STREET SIGNALS.

2. THE EQUIPMENT UTILIZED FOR THIS COORDINATION APPLICATION SHALL CONSIST OF ANTENNAS AND REMOTE RADIOS FOR THE LOCATIONS AT FLAT ST., VT RTES. 119 AND 142 AND HIGH STREET. ELLIOT STREET SHALL RECEIVE A MASTER RADIO AND A TWO-WAY ANTENNA.

3. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF BRATTLEBORO BEFORE THE START OF WORK ON THE MAIN STREET SIGNALS.

4. THE MASTER LOCATION AND MASTER EQUIPMENT SHALL BE LOCATED AT ELLIOT STREET.

I. RAILROAD PREEMPTION

1. THE INTERSECTION OF VT ROUTES 119 AND 142 WITH US 5 (MAIN STREET) AND THE PRIVATE DRIVE SHALL INCLUDE RAILROAD PREEMPTION DUE TO THE CLOSE PROXIMITY OF THE RAIL CROSSING GATES AT VT ROUTE 119.

2. CONTRACTOR TO INSTALL A JUNCTION BOX AT APPROX. STATION 42+63 33 LT AS SHOWN ON THE PLANS. NECR WILL UTILIZE JUNCTION BOX TO CONNECT THE RAIL EQUIPMENT WITH THE SIGNAL EQUIPMENT. CONTRACTOR TO COORDINATE THIS CONSTRUCTION WITH NECR PRIOR TO THE START OF WORK. THE CONTROLLER SHALL BE HARDWIRED TO THE RAILROAD EQUIPMENT. ALL WORK WITHIN THE R.R. R.O.W. SHALL BE PERFORMED BY NECR.

3. THE CONTROLLER AT THE INTERSECTION OF VT RTES. 119 AND 142 AT US 5 (MAIN STREET) AND THE PRIVATE DRIVE SHALL INCLUDE A CONTACT CLOSURE DIO MASTER RADIO INTUI-COM OR EQUAL TO SEND A SIGNAL TO ALL LOCATIONS INCLUDED IN THIS SYSTEM - FLAT ST., ELLIOT ST. AND HIGH STREET. ALL OTHER LOCATIONS TO INCLUDE A CONTACT CLOSURE DIO RADIO INTUI-COM OR EQUAL.

4. FIRST PRIORITY SHALL BE RAILROAD PREEMPTION.

5. INSTALL BATTERY BACK-UP FOR THE CONTROLLER AT THE INTERSECTION OF VT RTES. 119 AND 142 WITH U.S. 5 (MAIN STREET) AND PRIVATE DRIVEWAY.

6. CONTACT CLOUSRE RADIOS FOR RAILROAD PREEMPTION ARE SEPARATE ITEMS AND NOT THE SAME AS AS COORDINATION RADIOS.

J. FIRE PREEMPTION

1. ALL SIGNALS TO INCLUDE A VEHICLE IDENTIFYING OPTICAL PREEMPTION AND COMMUNICATION SYSTEM. THE SYSTEM WILL INCLUDE OPTICAL SIGNAL PROCESSOR(S), AN OPTICAL DETECTOR FOR EACH LEG REQUIRED AS INDICATED ON THE PLAN, STROBE LIGHT(S) AND THE REQUIRED AMOUNT OF DETECTOR CABLE FOR EACH INTERSECTION.

2. RAILROAD PREEMPTION TO BE FIRST PRIORITY.

TRAFFIC CONTROL NOTES FOR TRAFFIC SIGNAL WORK

1. THE FOLLOWING NOTES APPLY TO TRAFFIC CONTROL NECESSARY FOR THE INSTALLATION OR MODIFICATION OF THE TRAFFIC SIGNALS ONLY. FOR OVERALL PROJECT TRAFFIC CONTROL MANAGEMENT REQUIREMENTS REFER TO SHEETS 160-162 AND SECTION 641.

2. DURING CONSTRUCTION, A MINIMUM OF ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT NIGHT, ON WEEKENDS AND HOLIDAYS, DURING PEAK TRAFFIC AND WHENEVER POSSIBLE DURING CONSTRUCTION. AT THE DISCRETION OF THE RESIDENT ENGINEER (OR OTHER DESIGNATED AGENCY REPRESENTATIVE), UNIFORMED TRAFFIC CONTROL OFFICERS OR TRAINED FLAG PERSONS SHALL DIRECT TRAFFIC, WHENEVER REQUIRED.

3. TRAFFIC CONTROL SIGNING AND CHANNELIZING DEVICES SHALL BE IN ACCORDANCE WITH THE APPROPRIATE STANDARD DRAWINGS AND THE MUTCD (E-101, E-102, E-106, E-107, E-110, E-111).

4. AFTER SIGNAL INSTALLATION, ALL HEADS MUST BE COVERED (TURNING SHALL NOT BE ALLOWED) UNTIL TURN ON. THE METHOD OF COVERING SHALL BE AS FOLLOWS:

   ALL NEW TRAFFIC AND PEDESTRIAN SIGNAL HEADS WHICH HAVE BEEN INSTALLED BUT NOT PLACED IN EITHER FLASHING OR FULL OPERATION SHALL BE COVERED. EXISTING SIGNAL HEADS WHICH ARE PLACED OUT OF SERVICE IN ORDER TO PERFORM WORK ON THE SIGNAL SYSTEM SHALL ALSO BE COVERED, EXCEPT WHEN SUCH WORK CAN BE COMPLETED IN A RELATIVELY SHORT PERIOD OF TIME (SEVERAL HOURS) AND TRAFFIC CONTROL HAS BEEN PROVIDED FOR.

   THE SIGNAL COVERS SHALL CONSIST OF A ONE PIECE PLASTIC BAG HAVING A MINIMUM THICKNESS OF 4 MIL. THE BAG SHALL BE OPAQUE. THE COVER SHALL SLIP OVER THE ENTIRE SIGNAL HEAD AND SHALL BE SECURELY TIED AT THE OPENING WITH A ROPE OF SUFFICIENT SIZE AND STRENGTH TO SECURE THE COVER. AN INTERMEDIATE ROPE OF THE SAME MATERIAL SHALL BE DRAWN AROUND THE CENTER OF THE COVER TO PREVENT EXCESS FLAPPING IN THE WIND.

   A DRAIN HOLE SHALL BE MADE AT THE BOTTOM OF THE BAG TO ALLOW THE ESCAPE OF MOISTURE. NO TAPE OR ADHESIVE WILL BE ALLOWED TO BE ATTACHED TO ANY SURFACE OF THE SIGNAL HOUSING OR LENSES. ALL COVERS SHALL BE PLACED IN A NEAT WORKMANLIKE MANNER. ANY COVER WHICH IS TORN OR MISSING SHALL BE IMMEDIATELY REPLACED. PAYMENT FOR THE COVERS, THEIR PLACEMENT, AND REMOVAL AND ALL INCIDENTALS FOR COMPLETION OF THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE TRAFFIC SIGNAL.

5. WHERE TWO-WAY TRAFFIC IS MAINTAINED DURING CONSTRUCTION, THE SIGN PACKAGE SHOWN ON STD E-110 SHOULD BE USED. FOR ONE-WAY TRAFFIC, E-110 APPLIES. APPROACH CONSTRUCTION SIGNING SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. OTHER SIGNING SHALL BE REMOVED OR COVERED WHEN NOT APPLICABLE.

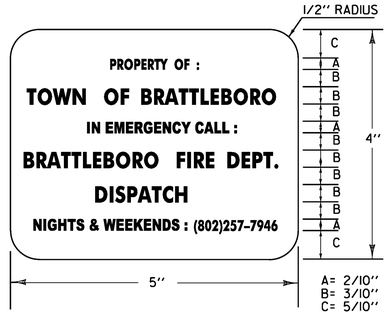
6. VARIATIONS IN THE SIGNING PACKAGES MAY BE DICTATED BY UNIQUE GEOMETRY AND/OR TRAFFIC CONDITIONS.

7. THE CONTRACTOR SHALL NOT WORK WITHIN THE HIGHWAY ROW WITHOUT THE APPROPRIATE CONSTRUCTION SIGNING IN PLACE AS SHOWN ON STD E-100.

8. AT LOCATIONS WHERE SIGNALS CURRENTLY EXIST, A WORKING SIGNAL SYSTEM SHALL BE IN PLACE AT THE END OF EACH DAY. IF THE SIGNAL SYSTEM IS NOT WORKING AT THE END OF THE DAY, THE CONTRACTOR SHALL PROVIDE UNIFORMED TRAFFIC OFFICERS TO CONTROL TRAFFIC UNTIL SUCH TIME THAT THE EXISTING OR NEW SIGNAL IS IN OPERATION AT NO COST TO THE STATE.

9. SIGNAL UNDER CONSTRUCTION" SIGN PANELS SHALL BE MOUNTED UNDER "ROAD CONSTRUCTION AHEAD" SIGNS ANYTIME SIGNAL SYSTEM WORK IS BEING PERFORMED (SEE SIGN DETAIL THIS SHEET).

CONTROLLER IDENTIFICATION PLAQUE



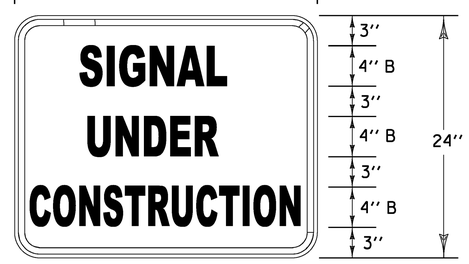
LEGEND: - BLACK (NON-REFL.) - STAMPED PRIOR TO PAINTING
BACKGROUND: NATURAL ALUMINUM OR BRASS SURFACE

NOTES:

1.) THE PLAQUE SHALL BE MOUNTED ON ALL TRAFFIC SIGNAL CONTROLLER CABINETS. IT SHALL BE FASTENED TO THE CONTROLLER CABINET IN SUCH A MANNER AS TO BE NOT EASILY REMOVED, SUCH AS WELDED, RIVETED OR BOLTED WITH VANDAL PROOF BOLTS.

2.) THE LETTERS SHALL BE PUNCHED OR STAMPED, SUCH STAMPING SHALL PENETRATE AT LEAST 1/2 THE BASE MATERIAL THICKNESS.

3.) THE BASE MATERIAL FOR THE PLAQUE SHALL BE BRASS OR ALUMINUM WITH A MINIMUM THICKNESS OF 0.100 INCHES.



MATERIALS: SEE STD. E-144
COLORS: TEXT & BORDER - BLACK
BACKGROUND - ORANGE (RETROREFLECTIVE SHEETING)

CONSTRUCTION SIGN DETAIL

NOT TO SCALE

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044trfbdr.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: V. KACOYANNAKIS
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: J. SOBEL
TRAFFIC SIGNAL SHEET 6	SHEET 155 OF 163

CANTILEVER SIGNAL AND SIGN SUPPORT NOTES
VAOT STANDARDS

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2006, WITH CURRENT MODIFICATIONS.

2. OVERHEAD SIGN/SIGNAL SUPPORTS SHALL CONFORM TO AASHTO'S PUBLICATION ENTITLED "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS", DATED 2009 AND ITS LATEST INTERIMS.

3. THE DESIGN CRITERIA SHALL TAKE INTO ACCOUNT THE FOLLOWING CRITERIA:

   STRUCTURE CRITERIA
   DESIGN LIFE: 50 YEARS
   WIND LOAD - 90 MPH, UNLESS SPECIAL SITE CONDITIONS DICTATE
   ICE LOAD PER AASHTO'S PUBLICATION ENTITLED 'STANDARD SPECIFICATIONS', DATED 2009

   FATIGUE CRITERIA
   FATIGUE CATEGORY: 1 FOR MAST ARM SIGN STRUCTURES, 2 FOR SIGNAL MAST ARMS
   VORTEX SHEDDING: INCLUDE
   NATURAL WIND GUSTS: INCLUDE
   TRUCK INDUCED WIND GUSTS: INCLUDE FOR ROADWAYS WHERE SPEED LIMIT IS 40 MPH OR GREATER
   GALLOPING: DO NOT INCLUDE IN DESIGN CALCULATIONS

   FOUNDATION CRITERIA
   CONCRETE: CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 501 FOR CONCRETE, HIGH PERFORMANCE CLASS B.
   REINFORCING STEEL: REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SUBSECTION 713.01.
   ALLOWABLE BEARING CAPAPCITY: - •
   INTERNAL SOIL FRICTION ANGLE: - •

   • - SEE BRATTLEBORO STP 2000(24) GEOTECHNICAL REPORT BY THE VERMONT AGENCY OF TRANSPORTATION'S SOILS AND FOUNDATIONS SECTION DATED DECEMBER 29, 2009 WHICH IS INCLUDED IN THE CONTRACT DOCUMENTS FOR THIS PROJECT.

4. ANCHOR BOLTS
   FOUR STAINLESS STEEL ANCHOR BOLTS WITH TWO HEXAGON NUTS, ONE WASHER AND ONE LOCK WASHER PER BOLT SHALL BE FURNISHED WITH EACH POLE. ANCHOR PLATES, WHEN USED, SHALL ALSO BE STAINLESS STEEL. MATRERIALS SHALL MEET THE REQUIREMENTS OF SUBSECTION 714.09.

5. FLANGE BOLTS
   ALL FLANGE BOLTS SHALL BE HIGH STRENGTH STEEL AND SHALL CONFORM TO SUBSECTION 714.05.

6. HORIZONTAL AND VERTICAL MEASURES
   STEEL TUBES SHALL BE FORMED AND WELDED WITH ONE CONTINUOUS LONGITUDINAL WELD ONLY. AFTER FORMING AND WELDING THEY SHALL BE COLD ROLLED TO ENSURE UNIFORMITY OF SIZE AND SMOOTHNESS OF WELD. THERE SHALL BE NO TRANSVERSE WELDING EXCEPT AT THE FLANGE CONNECTIONS AND POLE BASE PLATES, WHERE THE TUBES SHALL TELESCOPE THE FLANGES AND PLATES AND BE CONTINUOUSLY WELDED BOTH SIDES INSIDE AND OUT TO WITHSTAND THE FULL TRANSFER OF THE BENDING STRENGTH TO THE BOLTS. OPTIONALLY, THE MEMBERS MAY BE A SERIES OF TWO OR THREE DIFFERENT DIAMETER PIPES WELDED TOGETHER. STEEL TUBES AND BASE PLATES SHALL MEET THE REQUIREMENTS OF SUBSECTION 752.02 (B).

7. GALVANIZING
   ALL STEEL COMPONENTS, EXCEPT CONCRETE REINFORCING AND STAINLESS STEEL HARDWARE, ARE TO BE HOT DIPPED GALVANIZED AFTER FABRICATION. THE ASSEMBLIES SHALL BE DESIGNED AND FABRICATED TO PERMIT GALVANIZING ON ALL INTERIOR AND EXTERIOR SURFACES AND SHALL BE FREE OF POCKETS AND OTHER STRUCTURAL OBSTRUCTIONS THAT WILL NOT PERMIT PROPER DEPOSITION OF ZINC COATING. GALVANIZING SHALL BE IN ACCORDANCE WITH SUBSECTION 752.02 (B).

8. WELDING
   ALL DESIGN DETAILS, WORKMANSHIP, PROCEDURES AND INSPECTION SHALL SHALL CONFORM WITH SUBSECTION 506.10.

9. FOUNDATIONS
   A. FOUNDATIONS SHALL BE DESIGNED IN ACCORDANCE WITH THE MREI10-01 GUIDELINES ISSUED BY THE AGENCY.
   B. FOUNDATIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES:
      1. A MINIMUM EMBEDMENT DEPTH OF 5 FEET SHALL BE USED FOR ALL SPREAD FOOTING FOUNDATIONS; MEASURED FROM THE GROUND SURFACE ELEVATION TO THE BOTTOM OF THE FOOTING ELEVATION.
      2. EXCEPT FOR THE UPPERMOST 2 FT OF SOIL, DRILLED SHAFT FOUNDATIONS SHALL BE POURED AGAINST UNDISTURBED MATERIAL; THE TOP 2 FT OF SOIL SHALL BE NEGLECTED FOR DESIGN PURPOSES. A DISPOSABLE CIRCULAR CONCRETE FORM, IF USED, SHALL NOT BE PLACED DEEPER THAN 2FT, IN ORDER NOT TO REDUCE THE FRICTION BETWEEN THE SOIL AND THE CONCRETE.
      3. AS AN ALTERNATIVE TO THE DRILLED HOLES, FOUNDATIONS MAY BE POURED IN EXCAVATED HOLES USING THE PROPER FORMS, WHICH MUST BE REMOVED. THE EXCAVATED HOLES SHALL BE AT LEAST 2 FT CLEAR OF THE FOUNDATION SIDES AND 1FT DEEPER THAN THE FOUNDATION. CARE SHALL BE TAKEN TO AVOID EXCAVATING AROUND THE TOP OF THE FOUNDATION. DESIGN LIMITS AS FOR AN AUGURED FOUNDATION APPLY.
      4. BACKFILL MATERIAL PLACED ADJACENT TO THE FOUNDATION SHALL MEET THE REQUIREMENTS FOR GRANULAR BACKFILL FOR STRUCTURES, SUBSECTION 704.08. BACKFILL MATERIAL SHALL BE COMPACTED AS DESCRIBED IN SUBSECTION 204.08.
   5. CONCRETE FOR THE FOUNDATION SHALL CONFORM TO THE REQUIREMENTS OF SECTION 501 FOR CONCRETE, HIGH PERFORMANCE CLASS B. IF DRILLED SHAFT FOUNDATIONS ARE REQUIRED, THE CONCRETE SPECIFICATIONS MAY NEED TO BE ADJUSTED FOR CONSTRUCTABILITY ISSUES. HOWEVER, IF REQUIRED, THE CONTRACTOR SHALL SUBMIT ANY CHANGES TO THE CONCRETE SPECIFICATION FOR REVIEW BY THE ENGINEER.
   6. WHEN THE DESIGN DEPTH OF A FOUNDATION CANNOT BE OBTAINED DUE TO UNFORESEEN FIELD CONDITIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR THE MANUFACTURER TO OBTAIN A REVISED FOUNDATION DESIGN. SUCH A REVISION SHALL BE SUBMITTED TO THE STRUCTURES ENGINEER AND MAY REQUIRE UP TO A 4 WEEK REVIEW PERIOD BY VTRANS.
   C. SIGNALS/SIGNS SHALL BE INSTALLED AND LEVELED AND POLES SHALL BE PLUMB PRIOR TO PLACING GROUT UNDER POLE BASE. GROUT MATERIAL SHALL BE NON-SHRINKING MORTAR CONFORMING TO SUBSECTION 707.03.

10. EACH OVERHEAD TRAFFIC SIGNAL/SIGN SUPPORT SHALL BE GROUNDED. THE GROUND SHALL CONSIST OF:
    A. AN INTERNAL GROUND LUG OPPOSITE THE HAND HOLE.
    B. A #6 AWG (MIN.) SOFT DRAWN COPPER GROUNDING ELECTRODE CONDUCTOR.
    C. A 5/8 IN. X 8 FT (MIN) COPPER CLAD GROUNDING ELECTRODE. THE RESISTANCE TO GROUND SHALL BE 25 OHMS OR LESS. ADDITIONAL GROUNDING ELECTRODES MAY BE REQUIRED (MINIMUM SPACING SHALL BE 6 FT).

    WHEN A POWER SERVICE, METER AND DISCONNECT ARE ATTACHED TO A POLE, THERE SHALL BE A CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE METER AND DISCONNECT WHICH MAY RUN INTERNAL TO THE UPRIGHT, THROUGH THE 1/2 IN. FLEXIBLE TUBING IN THE CONCRETE BASE TO THE REQUIRED GROUNDING ELECTRODE(S). THE GROUNDING ELECTRODE CONDUCTOR FROM THE POLE GROUNDING LUG, CONTROLLER CABINET AND/OR LUMINAIRE MAY ATTACH TO THIS CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT. THE CONTRACTOR SHALL PERFORM A RESISTANCE TO GROUND TEST ON THE CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT AND PROVIDE A WRITTEN STATEMENT TO THE AREA ELECTRICAL INSPECTOR THAT THE GROUNDING ELECTRODE CONDUCTOR IS CONTINUOUS FROM THE SERVICE METER AND DISCONNECT AND THE RESISTANCE TO GROUND IS 25 OHMS OR LESS.

11. HORIZONTAL MEMBERS SHALL BE CAMBERED AND THE VERTICAL POLES BACK RAKED (WHERE APPLICABLE) TO THE ANTICIPATED DEAD LOAD DEFLECTION PLUS THE CAMBER, IF ANY, SPECIFIED ON THE PLANS.

12. AN EQUIVALENT ALTERNATE DESIGN MAY BE SUBSTITUTED FOR THE DETAILS AND MATERIALS SHOWN.

13. THE DETAILS OF DESIGN FOR THE STRUCTURE AND FOUNDATION ARE TO BE SUPPLIED BY THE CONTRACTOR AND/OR BY THE MANUFACTURER. THE STRUCTURE SHALL BE DESIGNED TO RESIST THE MAXIMUM LOADING AS OUTLINED IN THE AASHTO STANDARD SPECIFICATIONS (SEE NOTE 2). ALL DESIGN CALCULATIONS FOR THE STRUCTURE AND THE FOUNDATION SHALL BE CHECKED AND STAMPED BY AN ENGINEER REGISTERED IN THE STATE OF VERMONT PRIOR TO SUBMITTAL OF THE FABRICATION DRAWINGS TO THE VERMONT AGENCY OF TRANSPORTATION.

14. THE CONTRACTOR SHALL SUBMIT THREE(3) COPIES OF THE DESIGN CALCULATIONS TO THE VERMONT AGENCY OF TRANSPORTATION, PROJECT MANAGER, SHOWING THE FOLLOWING INFORMATION FOR EACH OF THE VERTICAL AND HORIZONTAL COMPONENTS OF THE STRUCTURE AND FOUNDATION:
    A. THE DESIGN AXIAL AND SHEAR FORCES AND BENDING AND TORSIONAL MOMENTS ACTING AT THE TOP OF THE FOUNDATION.
    B. THE DESIGN AXIAL, BENDING AND SHEAR STRESSES AND THE COMBINED STRESS RATIO.
    C. THE ALLOWABLE AXIAL, BENDING, AND SHEAR STRESSES.
    D. ITEMS A, B, D SHALL BE SHOWN FOR EACH OF THE GROUP LOADINGS (I, II, III) AND FOR THE BASIC WIND LOAD APPLIED TO THE TWO CASES OUTLINED IN THE AASHTO STANDARD SPECIFICATIONS (SEE NOTE 2) SECTION 1.2.5 (D) (4).
    E. FAILURE TO SUPPLY THE PROPER DESIGN INFORMATION SHALL BE CAUSE FOR REJECTION OF THE STRUCTURE.
    F. A MINIMUM OF FOUR (4) WEEKS SHALL BE REQUIRED FOR REVIEW BY THE VERMONT AGENCY OF TRANSPORTATION.
    G. EVERY MEMBER AND CONNECTION IN AN OVERHEAD TRAFFIC SIGN SUPPORT SHALL HAVE A MAXIMUM DESIGN RATIO OF 85% TO PROVIDE RESIDUAL CAPACITY FOR FUTURE MODIFICATIONS TO SIGN SIZE OR CONFIGURATIONS.
    H. SEE SPECIAL PROVISIONS FOR THE MATERIAL AND RESEARCH ENGINEERING INSTRUCTIONS, MREI 10-01.

15. FABRICATION DRAWINGS (6 COPIES OF EACH) SHALL BE SUBMITTED TO THE STATE OF VERMONT, AGENCY OF TRANSPORTATION, PROJECT MANAGER FOR APPROVAL PRIOR TO FABRICATION. THE FABRICATION DRAWINGS SHALL INCLUDE THE FOLLOWING INFORMATION:
    A. DETAILED DRAWING OF EACH COMPONENT OF THE STRUCTURE.
    B. MATERIAL SPECIFICATION FOR EACH COMPONENT OF THE STRUCTURE, EITHER BY COMPLETE SPECIFICATION OR REFERENCE TO APPLICABLE ASTM STANDARDS.
    C. NOTATION OF PROJECT NAME, PROJECT NUMBER, ROUTE NUMBER, AND STRUCTURE STATIONING (TO BE INCLUDED ON EACH SHEET).
    D. DETAILS FOR LOCATION OF SIGNS/SIGNALS AND ATTACHMENT HARDWARE FOR THE SUPPORT STRUCTURE.
    E. ALL ELEVATIONS AND DIMENSIONS NECESSARY TO PROVIDE A COMPLETE SET OF RECORD PLANS.
    F. DEAD LOAD DEFLECTION AND CAMBER INFORMATION.
    G. WELDING DETAILS AND PROCEDURES ARE REQUIRED FOR ALL WELDS. PROCEDURES SHALL BE SUBMITTED FOR APPROVAL WITH REFERENCE TO EACH WELD IDENTIFIED ON THE FABRICATION DRAWINGS. (SEE SUBSECTION 506.10).

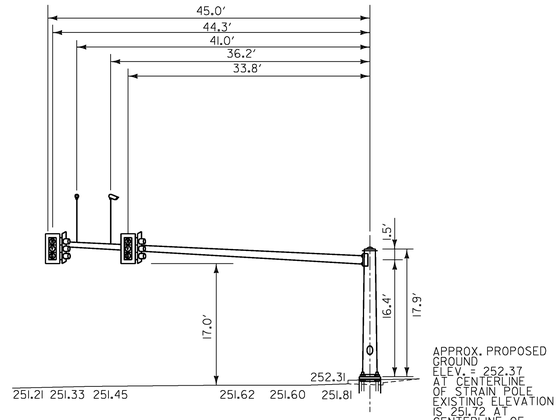
16. THE TRAFFIC SIGNALS SHALL BE MOUNTED TO THE ARM OR POLE USING A FIXED MOUNT SYSTEM, UNLESS OTHERWISE NOTED ON THE CROSS SECTION SHEET. FOR SIGNALS MOUNTED ON A MAST ARM, THE MAST ARM AND MOUNTING POINT SHALL BE IN THE MIDDLE OF THE SIGNAL HEAD.

17. BASE PLATES SHALL BE STAMPED WITH THE VERTICAL POLE DIAMETER, HEIGHT, YIELD STRENGTH, GAUGE AND THE HORIZONTAL MEMBER DIAMETER, LENGTH, YIELD STRENGTH, GAUGE, ALTERNATELY. THE INFORMATION MAY BE STAMPED ON A METAL TAG RIVETED TO THE POLE NEAR THE HAND HOLE.

18. SEE STANDARD E-171A FOR ADDITIONAL NOTES.

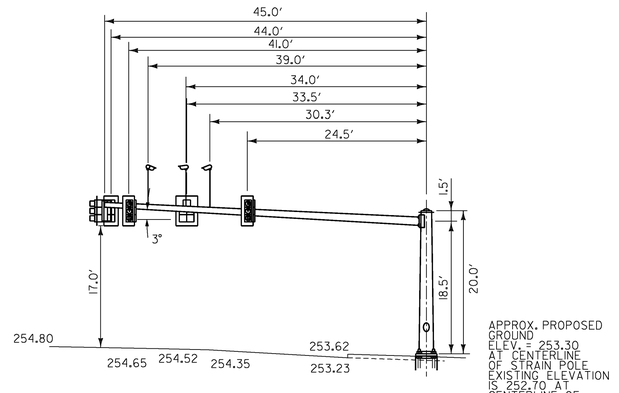
19. THE MAST ARMS, MAST ARM SHAFTS AND PEDESTALS ARE TO BE PAINTED BLACK. SEE SPECIAL PROVISIONS FOR REQUIREMENTS.

VT ROUTES 119 AND 142 @ US 5 (MAIN STREET)



MPIB - 40+73.86, 36.45 RT

VT ROUTES 119 AND 142 @ US 5 (MAIN STREET)



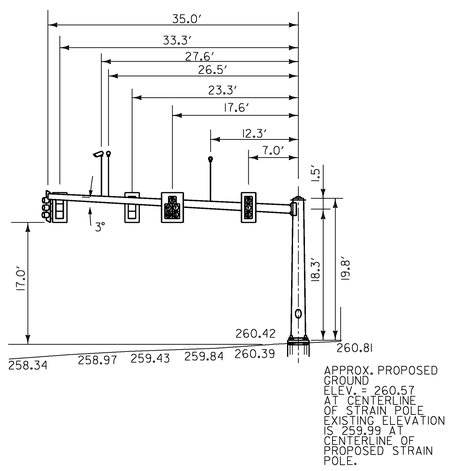
MPIA - 8+48.26, 50.10 RT

NOTE : SEE SHEET 154 FOR ADDITIONAL INFORMATION

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)

FILE NAME: z08d044trfbdr.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: V. KACOYANNAKIS
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: J. SOBEL
TRAFFIC SIGNAL SHEET 7	SHEET 156 OF 163

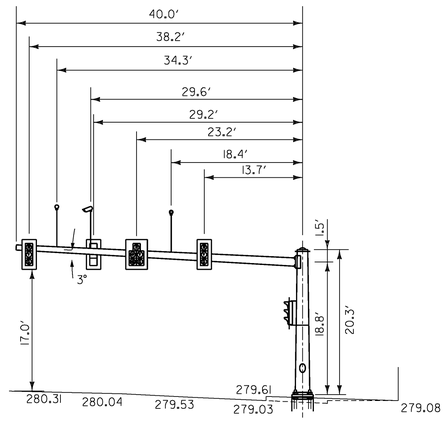
FLAT STREET @ US 5 (MAIN STREET)



APPROX. PROPOSED GROUND ELEV. = 260.57 AT CENTERLINE OF STRAIN POLE EXISTING ELEVATION IS 259.99 AT CENTERLINE OF PROPOSED STRAIN POLE.

MP2A - 11+12.37, 23.95 RT

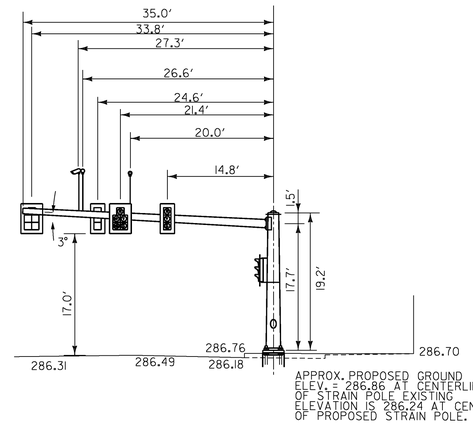
ELLIOT STREET @ US 5 (MAIN STREET)



APPROX. PROPOSED GROUND ELEV. = 279.54 AT CENTERLINE OF STRAIN POLE EXISTING ELEVATION IS 278.89 AT CENTERLINE OF PROPOSED STRAIN POLE.

MP3A - 13+60.62, 25.92 RT

VT ROUTE 9 (HIGH STREET) @ US 5 (MAIN STREET)



APPROX. PROPOSED GROUND ELEV. = 286.86 AT CENTERLINE OF STRAIN POLE EXISTING ELEVATION IS 286.24 AT CENTERLINE OF PROPOSED STRAIN POLE.

MP4A - 17+93.02, 20.30 RT

NOTE : SEE SHEET 154 FOR ADDITIONAL INFORMATION

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044trfbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET 8

PLOT DATE: 4/8/2010
DRAWN BY: V. KACOYANNAKIS
CHECKED BY: J. SOBEL
SHEET 157 OF 163

US 5 (MAIN STREET) @ ELLIOT STREET

CONTROLLER TIMING CHART									
LOCAL PROGRAMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN		15		9	8	15	9		-
EXTENSION		2.0		2.0	2.0	2.0	2.0		
YELLOW CLEARANCE		4.0		4.0	4.0	4.0	4.0		-
ALL RED CLEARANCE		2.0		2.0	2.0	2.0	2.0		-
MAX. GREEN 1-100 SEC 0600 - 0900		53		16	8	41	16		-
MAX. GREEN III-115 SEC 1500 TO 1800		62		22	8	50	22		-
MAX. GREEN II - 105 SEC 0900 - 1500		56		18	8	44	18		-
WALK		-		-		-	-		5
FLASHING DON'T WALK		-		-		-	-		14
RECALL		MAX		N/L	N/L	MAX			LOCK

PRE-EMPTION SETTINGS

	RAILROAD	FIRE	FIRE	FIRE
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3	PRE-EMPT 4
PRIORITY	YES	NO	NO	NO
DET. LOCK	NO	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	0	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	14	14	14	14
TRACK CLR GREEN	*	*	*	*
TRACK CLEAR YELLOW	*	*	*	*
TRACK CLEAR RED	*	*	*	*
HOLD GREEN	44	15	15	9
HOLD YELLOW	4.0	4.0	4.0	4.0
HOLD RED	2.0	2.0	2.0	2.0
HOLD PHASE	5+2	5+2	6	4+7
EXIT PHASE	2+6	2+6	4	2+6
EXIT CALL	NONE	NONE	NONE	NONE

* - TO BE DETERMINED BY THE RAILROAD

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES								OFFSETS	
		1	2	3	4	5	6	7	9	SEC	%
1 - 1	100		59		22	14	45	22	19	0	0
2 - 1	115		68		28	14	54	28	19	0	0
3 - 1	105		62		24	14	48	24	19	0	0
4 - 1											
1 - 1		WEEKDAYS - 0600 - 0900									
2 - 1		WEEKDAYS - 1500 - 1800									
3 - 1		WEEKDAYS - 0900 TO 1500									
4 - 1		FUTURE									

FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

TABLE OF CHANGE SEQUENCE

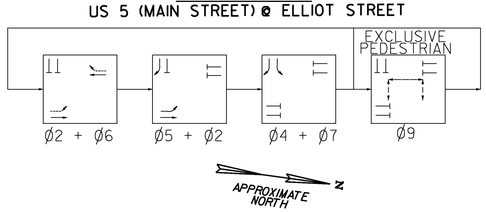
FACE	R/W	ø2 + ø6 CLEAR TO ø5 + ø2	ø2 + ø6 CLEAR TO ALL OTHER PHASES		ø5 + ø2 R/W	ø5 + ø2 CLEAR TO ø4	ø5 + ø2 CLEAR TO ALL OTHER PHASES		ø4 + ø7 R/W	ø4 + ø7 CLEAR TO ALL OTHER PHASES	ø4 + ø7 CLEAR TO ALL OTHER PHASES		ø9 R/W	ø9 CLEAR TO ALL OTHER PHASES		FLASHING OPERATION
2	G	Y	R	Y	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	FY
4	R	R	R	R	R	R/G	R/Y	R	R	R	G/G	Y/Y	R	Y/Y	R	R	R	R	FR
5	G	Y	R	Y	R	G/G	Y/G	G	Y	R	R	R	R	R	R	R	R	R	FY
6	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
7	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	FR
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	B

NOTE: W = WALK, FD = FLASHING DON'T WALK
DW = DON'T WALK, B = BLANK

R.R. PRE-EMPTION	
0*	START OF TRAFFIC SIGNAL PRE-EMPTION
44*	START OF R.R. FLASHING LIGHTS & BELL
47*	R.R. GATES START TO DROP
59*	R.R. GATES HORIZONTAL
64*	TRAIN ENTERS CROSSING

TOTAL TIME REQUIRED BY THE NEW ENGLAND CENTRAL RAILROAD FOR RAILROAD PRE-EMPTION INTERCONNECT WILL BE 64 SECONDS FROM RAILROAD PRE-EMPT NOTIFICATION TO TRAIN ARRIVAL AT THE CROSSING

PHASING DIAGRAM
US 5 (MAIN STREET) @ ELLIOT STREET



US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)

CONTROLLER TIMING CHART									
LOCAL PROGRAMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN	15	15		9	8	15	9		-
EXTENSION	2.0	2.0		2.0	2.0	2.0	2.0		
YELLOW CLEARANCE	4.0	4.0		4.0	4.0	4.0	4.0		-
ALL RED CLEARANCE	2.0	2.0		2.0	2.0	2.0	2.0		-
MAX. GREEN 1-100 SEC 0600 - 0900	38	50		17	8	38	17		-
MAX. GREEN III-115 SEC 1500 TO 1800	53	65		15	8	53	15		-
MAX. GREEN II - 105 SEC 0900 - 1500	43	55		17	8	43	17		-
WALK	-	-		-		-	-		5
FLASHING DON'T WALK	-	-		-		-	-		16
RECALL		MAX		N/L	N/L	MAX			LOCK

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES								OFFSETS	
		1	2	3	4	5	6	7	9	SEC	%
1 - 1	100	42	54		23	14	42	23	21	86	86
2 - 1	115	57	69		21	14	57	21	21	108	94
3 - 1	105	47	59		23	14	47	23	21	0	0
4 - 1											
1 - 1		WEEKDAYS - 0600 - 0900									
2 - 1		WEEKDAYS - 1500 - 1800									
3 - 1		WEEKDAYS - 0900 TO 1500									
4 - 1		FUTURE									

FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

PRE-EMPTION SETTINGS

	RAILROAD	FIRE	FIRE	FIRE
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3	PRE-EMPT 4
PRIORITY	YES	NO	NO	NO
DET. LOCK	NO	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	0	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	16	16	16	16
TRACK CLR GREEN	*	*	*	*
TRACK CLEAR YELLOW	*	*	*	*
TRACK CLEAR RED	*	*	*	*
HOLD GREEN	44	15	15	9
HOLD YELLOW	4.0	4.0	4.0	4.0
HOLD RED	2.0	2.0	2.0	2.0
HOLD PHASE	5+2	5+2	6	4+7
EXIT PHASE	2+6	2+6	4	2+6
EXIT CALL	NONE	NONE	NONE	NONE

* - TO BE DETERMINED BY THE RAILROAD

TABLE OF CHANGE SEQUENCE

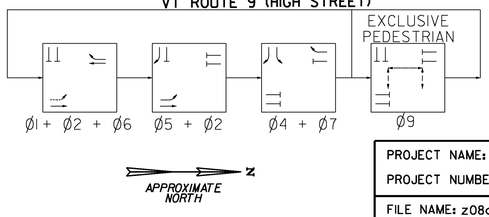
FACE	R/W	ø1 + ø2 + ø6 CLEAR TO ø5 + ø2	ø1 + ø2 + ø6 CLEAR TO ALL OTHER PHASES		ø5+ ø2 R/W	ø5+ ø2 CLEAR TO ø4	ø5+ ø2 CLEAR TO ALL OTHER PHASES		ø4 + ø7 R/W	ø4 + ø7 CLEAR TO ALL OTHER PHASES	ø4 + ø7 CLEAR TO ALL OTHER PHASES		ø9 R/W	ø9 CLEAR TO ALL OTHER PHASES		FLASHING OPERATION
1	G	Y	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	FY
2	G	Y	R	Y	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	FY
4	R	R	R	R	R	R/G	R/Y	R	R	R	G/G	Y/Y	R	Y/Y	R	R	R	R	FR
5	G	Y	R	Y	R	G/G	Y/G	G	Y	R	R	R	R	R	R	R	R	R	FY
6	G/G	G/G	G/G	Y/Y	R	R	R	R	R	R	R/G	R/G	R/G	R	R	R	R	R	FY
7	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	R	R	R	FR
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	B

NOTE: W = WALK, FD = FLASHING DON'T WALK
DW = DON'T WALK, B = BLANK

R.R. PRE-EMPTION	
0*	START OF TRAFFIC SIGNAL PRE-EMPTION
44*	START OF R.R. FLASHING LIGHTS & BELL
47*	R.R. GATES START TO DROP
59*	R.R. GATES HORIZONTAL
64*	TRAIN ENTERS CROSSING

TOTAL TIME REQUIRED BY THE NEW ENGLAND CENTRAL RAILROAD FOR RAILROAD PRE-EMPTION INTERCONNECT WILL BE 64 SECONDS FROM RAILROAD PRE-EMPT NOTIFICATION TO TRAIN ARRIVAL AT THE CROSSING

PHASING DIAGRAM
US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)



PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044trfbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET 9

PLOT DATE: 4/8/2010
DRAWN BY: V. KACOYANNAKIS
CHECKED BY: J. SOBEL
SHEET 158 OF 163

US 5 (MAIN STREET) @ VT ROUTES 119 AND 142

CONTROLLER TIMING CHART							
LOCAL PROGRAMING	PHASE						
	2	3	4	6	8	9	14
MINIMUM GREEN	9	9	15	9	15	-	9
EXTENSION	2.0	2.0	2.0	2.0	2.0	-	2.0
YELLOW CLEARANCE	4.0	3.0	4.0	4.0	4.0	-	4.0
ALL RED CLEARANCE	3.0	1.0	2.0	3.0	2.0	-	3.0
MAX. GREEN II-100 SEC 0600 - 0900	17	9	15	17	15	-	9
MAX. GREEN II - 115 SEC 1500 - 1800	21	9	26	21	26	-	9
MAX. GREEN IV-105 SEC 0900 TO 1500	18	10	18	18	18	-	9
WALK	-	-	-	-	-	5	-
FLASHING DON'T WALK	-	-	-	-	-	21	-
RECALL	N/L	N/L	MAX	N/L	MAX	LOCK	N/L

PRE-EMPTION SETTINGS

	RAILROAD	FIRE	FIRE	FIRE
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3	PRE-EMPT 4
PRIORITY	YES	NO	NO	NO
DET. LOCK	NO	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	0	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	21	21	21	21
TRACK CLR GREEN	*	*	*	*
TRACK CLEAR YELLOW	*	*	*	*
TRACK CLEAR RED	*	*	*	*
HOLD GREEN	44	15	15	9
HOLD YELLOW	4.0	4.0	4.0	4.0
HOLD RED	3.0	3.0	3.0	3.0
HOLD PHASE	5+2	4	8	14
EXIT PHASE	4+8	2+6	2+6	2+6
EXIT CALL	NONE	NONE	NONE	NONE

* - TO BE DETERMINED BY THE RAILROAD

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES								OFFSETS	
		2	3	4	5	6	8	9	14	SEC	%
1 - 1	100	24	13	21		24	34	26	16	3	3
2 - 1	115	28	13	32		28	45	26	16	18	16
3 - 1	105	25	14	24		25	38	26	16	19	18
4 - 1											
1 - 1		WEEKDAYS - 0600 - 0900									
2 - 1		WEEKDAYS - 1500 - 1800									
3 - 1		WEEKDAYS - 0900 TO 1500									
4 - 1		ALL OTHER TIMES									

FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

TABLE OF CHANGE SEQUENCE

FACE	Ø2 + Ø6					Ø3 + Ø8					Ø4 + Ø8					Ø9			Ø14					FLASHING OPERATION
	R/W	CLEAR TO				R/W	CLEAR TO				R/W	CLEAR TO				R/W	CLEAR TO		R/W	CLEAR TO				
		Ø3 + Ø8		ALL OTHER PHASES			Ø4 + Ø8		ALL OTHER PHASES			Ø9		ALL OTHER PHASES			ALL OTHER PHASES			Ø2 + Ø6		ALL OTHER PHASES		
2	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
3	R	R	R	R	R	G/G	R	G	Y	R	G	Y	R	Y	R	R	R	R	R	R	R	R	R	FR
4	R	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	R	R	R	R	R	R	R	R	FR
5	G/G	G/G	G/G	Y/Y	R	R/G	R/Y	R	R/Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
6	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
8	R	R	R	R	R	G	G	G	Y	R	G	Y	R	Y	R	R	R	R	R	R	R	R	R	FR
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	DW	DW	DW	DW	DW	B
14	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	FR

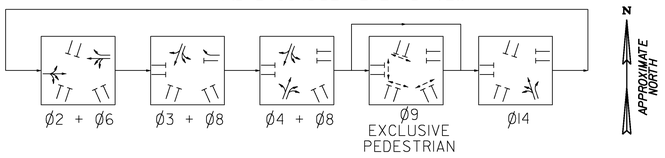
NOTE: W = WALK, FD = FLASHING DON'T WALK
DW = DON'T WALK, B = BLANK

	R.R. PRE-EMPTION
0"	START OF TRAFFIC SIGNAL PRE-EMPTION
44"	START OF R.R. FLASHING LIGHTS & BELL
47"	R.R. GATES START TO DROP
59"	R.R. GATES HORIZONTAL
64"	TRAIN ENTERS CROSSING

TOTAL TIME REQUIRED BY THE NEW ENGLAND CENTRAL RAILROAD FOR RAILROAD PRE-EMPTION INTERCONNECT WILL BE 64 SECONDS FROM RAILROAD PRE-EMPT NOTIFICATION TO TRAIN ARRIVAL AT THE CROSSING

PHASING DIAGRAM

US 5 (MAIN STREET) @ VT ROUTES 119 AND 142 AND BROOKSIDE PLAZA DRIVEWAY



US 5 (MAIN STREET) @ FLAT STREET

CONTROLLER TIMING CHART									
LOCAL PROGRAMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN		15		9	8	15			-
EXTENSION		2.0		2.0	2.0	2.0			
YELLOW CLEARANCE		4.0		4.0	3.0	4.0			-
ALL RED CLEARANCE		2.0		2.0	1.0	2.0			-
MAX. GREEN I-100 SEC 0600 - 0900		62		9	8	50			-
MAX. GREEN III-115 SEC 1500 TO 1800		74		12	8	62			-
MAX. GREEN II - 105 SEC 0900 - 1500		64		12	8	52			-
WALK		-		-		-			5
FLASHING DON'T WALK		-		-		-			12
RECALL		MAX		N/L	N/L	MAX			LOCK

PRE-EMPTION SETTINGS

	RAILROAD	FIRE	FIRE	FIRE
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3	PRE-EMPT 3
PRIORITY	YES	NO	NO	NO
DET. LOCK	NO	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	0	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	12	12	12	12
TRACK CLR GREEN	*	*	*	*
TRACK CLEAR YELLOW	*	*	*	*
TRACK CLEAR RED	*	*	*	*
HOLD GREEN	44	15	15	9
HOLD YELLOW	4.0	4.0	4.0	4.0
HOLD RED	2.0	2.0	2.0	2.0
HOLD PHASE	6	5+2	6	4
EXIT PHASE	2+6	2+6	4	2+6
EXIT CALL	NONE	NONE	NONE	NONE

* - TO BE DETERMINED BY THE RAILROAD

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES								OFFSETS	
		1	2	3	4	5	6	7	9	SEC	%
1 - 1	100		68		15	12	56		17	89	89
2 - 1	115		80		18	12	68		17	99	86
3 - 1	105		70		18	12	58		17	103	98
4 - 1											
1 - 1		WEEKDAYS - 0600 - 0900									
2 - 1		WEEKDAYS - 1500 - 1800									
3 - 1		WEEKDAYS - 0900 TO 1500									
4 - 1		FUTURE									

FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

TABLE OF CHANGE SEQUENCE

FACE	Ø5 + Ø2					Ø2 + Ø6					Ø4					Ø9			FLASHING OPERATION
	R/W	CLEAR TO				R/W	CLEAR TO				R/W	CLEAR TO				R/W	CLEAR TO		
		Ø2 + Ø6		ALL OTHER PHASES			Ø4		ALL OTHER PHASES			ALL OTHER PHASES		ALL OTHER PHASES			ALL OTHER PHASES		
2	G	G	G	Y	R	G	Y	R	Y	R	R	R	R	R	R	R	R	R	FR
4	R	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	R	R	R	FY
5	G/G	Y/G	G	Y	R	G	Y	R	Y	R	R	R	R	R	R	R	R	R	FY
6	R	R	R	R	R	G	Y	R	Y	R	R	R	R	R	R	R	R	R	FY
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	B

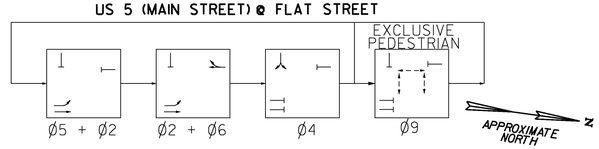
NOTE: W = WALK, FD = FLASHING DON'T WALK
DW = DON'T WALK, B = BLANK

	R.R. PRE-EMPTION
0"	START OF TRAFFIC SIGNAL PRE-EMPTION
44"	START OF R.R. FLASHING LIGHTS & BELL
47"	R.R. GATES START TO DROP
59"	R.R. GATES HORIZONTAL
64"	TRAIN ENTERS CROSSING

TOTAL TIME REQUIRED BY THE NEW ENGLAND CENTRAL RAILROAD FOR RAILROAD PRE-EMPTION INTERCONNECT WILL BE 64 SECONDS FROM RAILROAD PRE-EMPT NOTIFICATION TO TRAIN ARRIVAL AT THE CROSSING

PHASING DIAGRAM

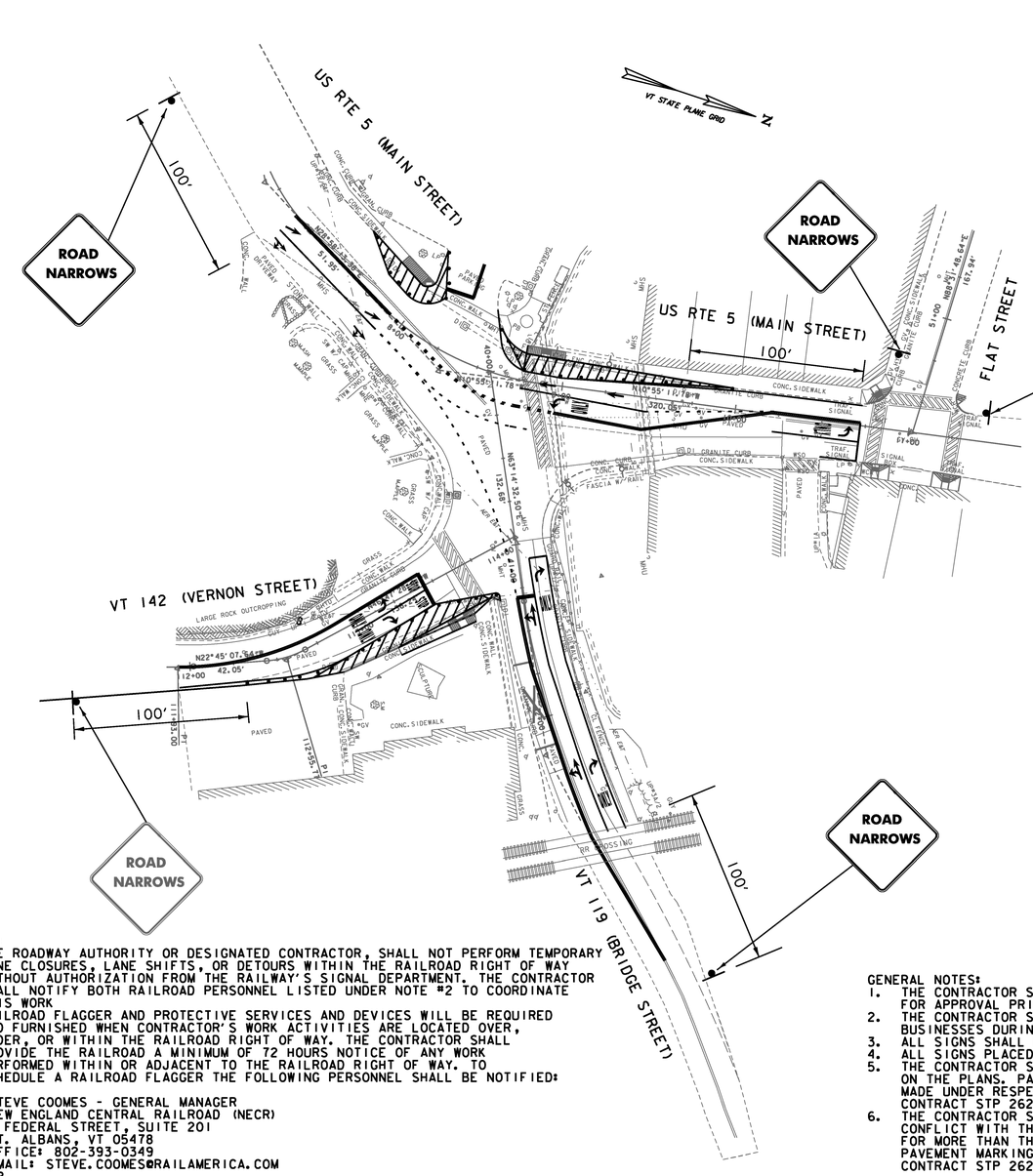
US 5 (MAIN STREET) @ FLAT STREET



PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044trfbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET 10

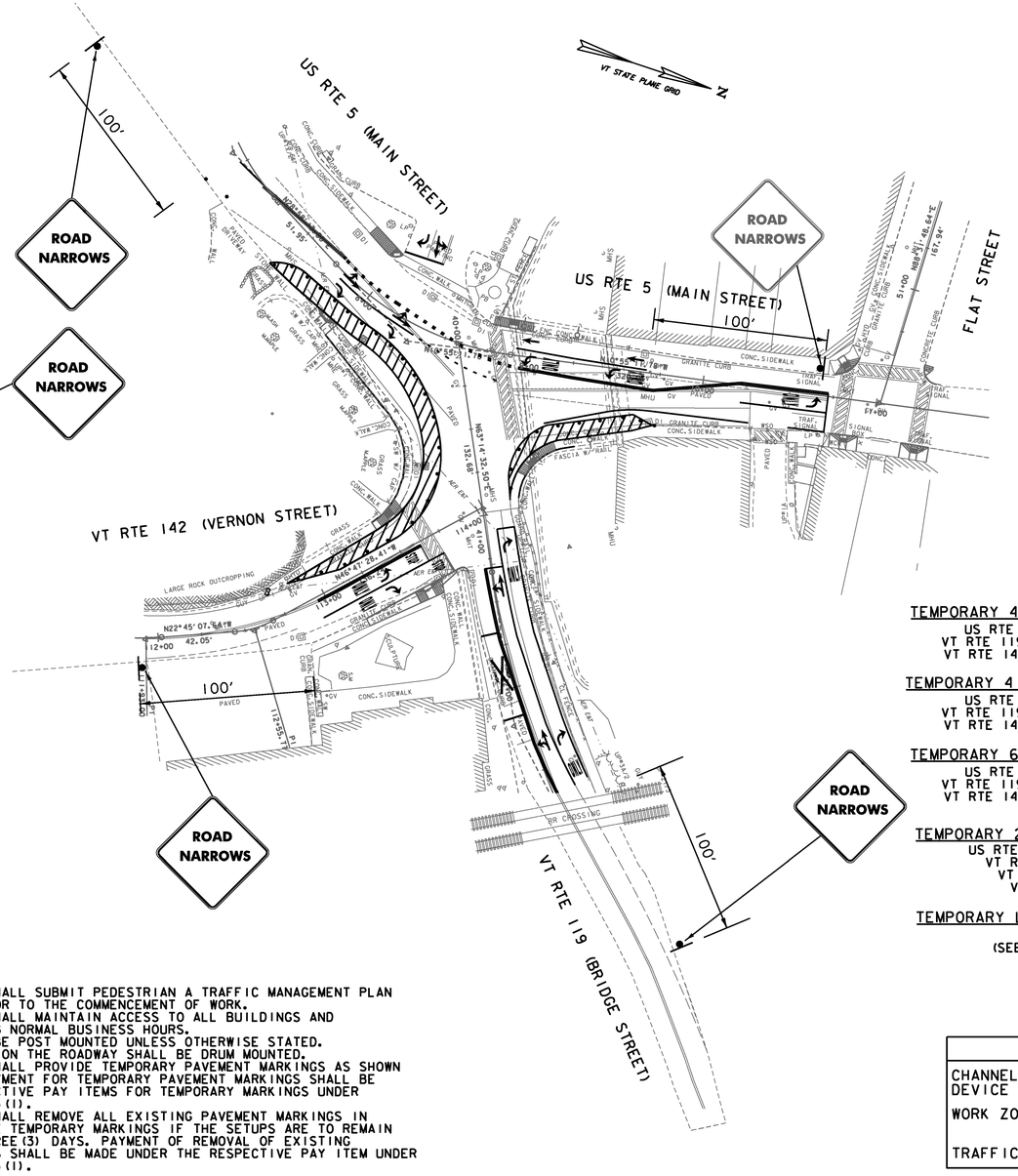
PLOT DATE: 4/8/2010
DRAWN BY: V. KACOYANNAKIS
CHECKED BY: J. SOBEL
SHEET 159 OF 163



NOTES:
1. THE ROADWAY AUTHORITY OR DESIGNATED CONTRACTOR, SHALL NOT PERFORM TEMPORARY LANE CLOSURES, LANE SHIFTS, OR DETOURS WITHIN THE RAILROAD RIGHT OF WAY WITHOUT AUTHORIZATION FROM THE RAILWAY'S SIGNAL DEPARTMENT. THE CONTRACTOR SHALL NOTIFY BOTH RAILROAD PERSONNEL LISTED UNDER NOTE #2 TO COORDINATE THIS WORK
2. RAILROAD FLAGGER AND PROTECTIVE SERVICES AND DEVICES WILL BE REQUIRED AND FURNISHED WHEN CONTRACTOR'S WORK ACTIVITIES ARE LOCATED OVER, UNDER, OR WITHIN THE RAILROAD RIGHT OF WAY. THE CONTRACTOR SHALL PROVIDE THE RAILROAD A MINIMUM OF 72 HOURS NOTICE OF ANY WORK PERFORMED WITHIN OR ADJACENT TO THE RAILROAD RIGHT OF WAY. TO SCHEDULE A RAILROAD FLAGGER THE FOLLOWING PERSONNEL SHALL BE NOTIFIED:

STEVE COOMES - GENERAL MANAGER
NEW ENGLAND CENTRAL RAILROAD (NECR)
2 FEDERAL STREET, SUITE 201
ST. ALBANS, VT 05478
OFFICE: 802-393-0349
EMAIL: STEVE.COOMES@RAILAMERICA.COM
OR
RICK BOUCHER - ROADMASTER
NEW ENGLAND CENTRAL RAILROAD (NECR)
2 FEDERAL STREET, SUITE 201
ST. ALBANS, VT 05478
OFFICE: 802-527-3580
EMAIL: RICK.BOUCHER@RAILAMERICA.COM

PHASE 1



GENERAL NOTES:
1. THE CONTRACTOR SHALL SUBMIT PEDESTRIAN A TRAFFIC MANAGEMENT PLAN FOR APPROVAL PRIOR TO THE COMMENCEMENT OF WORK.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUILDINGS AND BUSINESSES DURING NORMAL BUSINESS HOURS.
3. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE STATED.
4. ALL SIGNS PLACED ON THE ROADWAY SHALL BE DRUM MOUNTED.
5. THE CONTRACTOR SHALL PROVIDE TEMPORARY PAVEMENT MARKINGS AS SHOWN ON THE PLANS. PAYMENT FOR TEMPORARY PAVEMENT MARKINGS SHALL BE MADE UNDER RESPECTIVE PAY ITEMS FOR TEMPORARY MARKINGS UNDER CONTRACT STP 2623(1).
6. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE TEMPORARY MARKINGS IF THE SETUPS ARE TO REMAIN FOR MORE THAN THREE(3) DAYS. PAYMENT OF REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE MADE UNDER THE RESPECTIVE PAY ITEM UNDER CONTRACT STP 2623(1).

PHASE 2

TEMPORARY 4 INCH WHITE LINE, PAINT
US RTE 5 7+20 RT - 10+75 RT
VT RTE 119 41+10 LT - 42+75 LT
VT RTE 142 112+95 RT - 113+45 RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
US RTE 5 7+20 BL - 10+75 BL
VT RTE 119 41+10 LT - 42+75 LT
VT RTE 142 111+95 BL - 113+45 LT

TEMPORARY 6 INCH WHITE LINE, PAINT
US RTE 5 8+50 LT - 10+75 BL
VT RTE 119 41+10 LT - 42+75 LT
VT RTE 142 111+95 RT - 113+45 RT

TEMPORARY 24 INCH STOP BAR, PAINT
US RTE 5 8+10 LT - 8+30 LT
VT RTE 119 41+30 LT/RT
VT RTE 119 41+10 LT
VT 142 113+45 RT

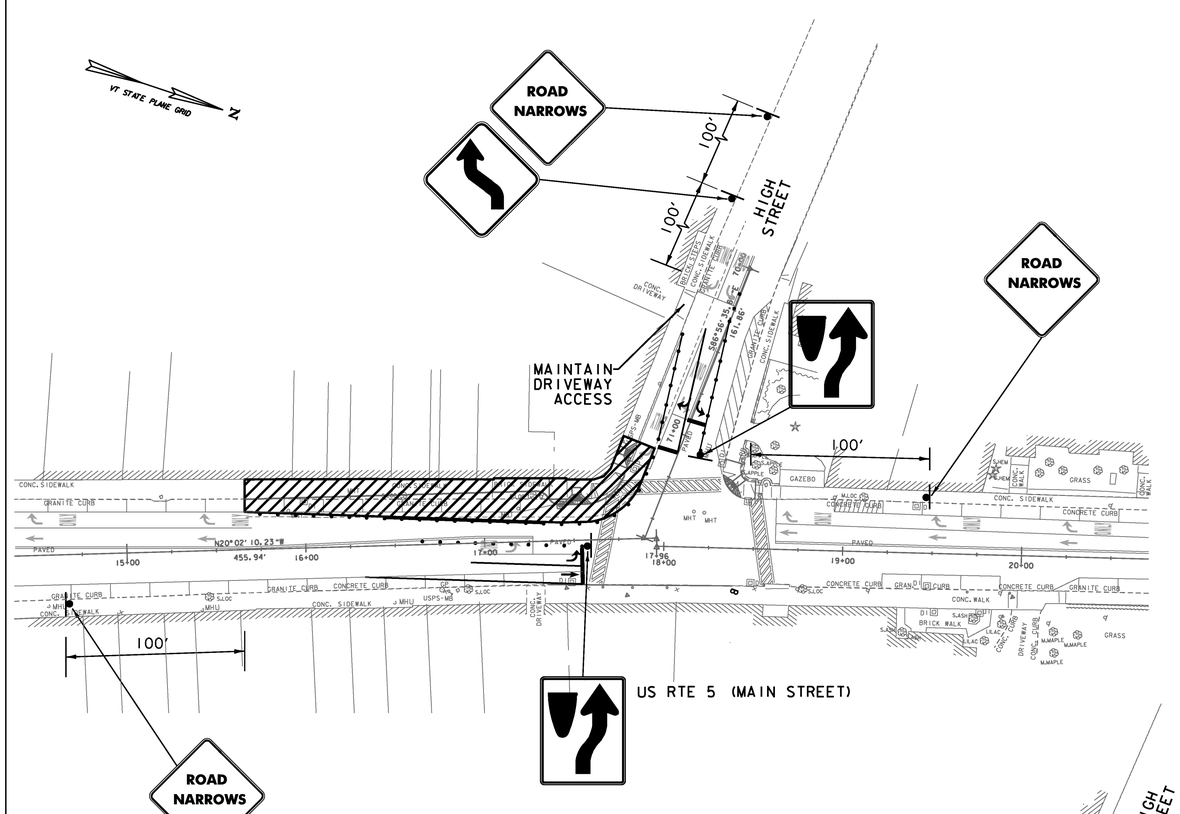
TEMPORARY LETTER AND SYMBOL, PAINT
53 EACH
(SEE PLAN FOR LOCATION)

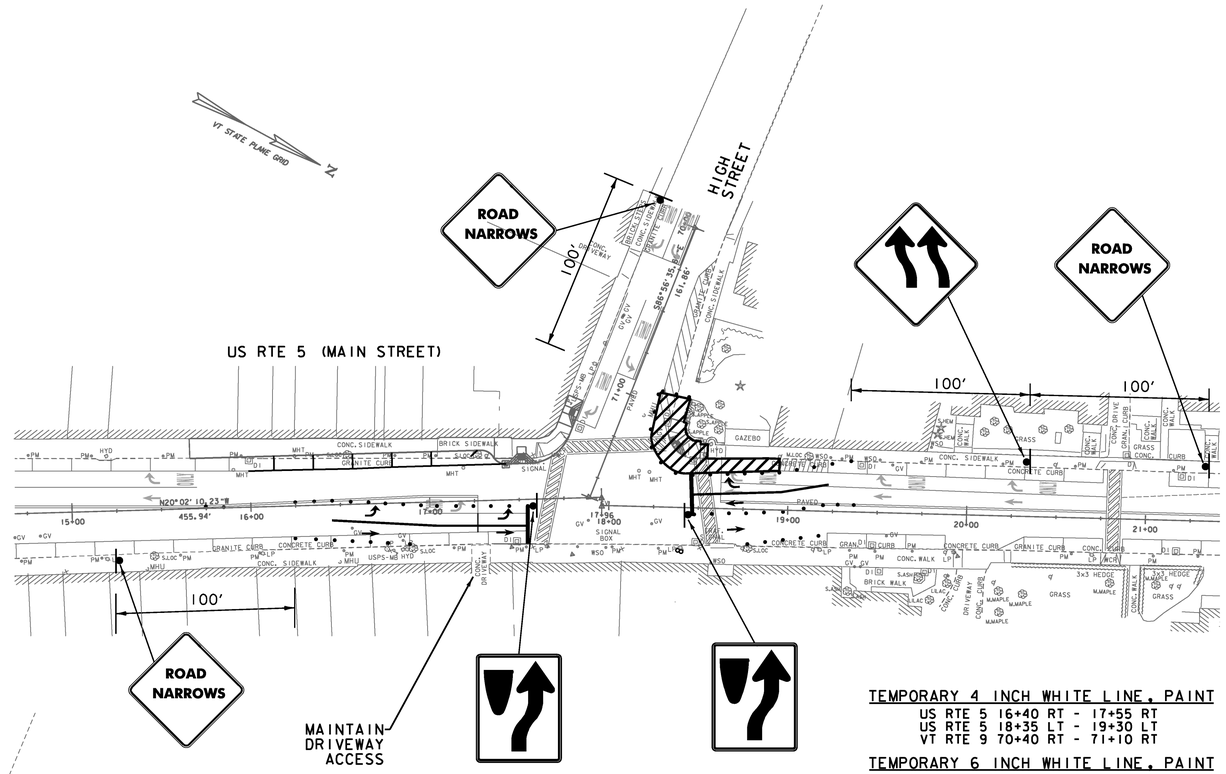
LEGEND	
CHANNELIZATION DEVICE	•
WORK ZONE	
TRAFFIC FLOW	→

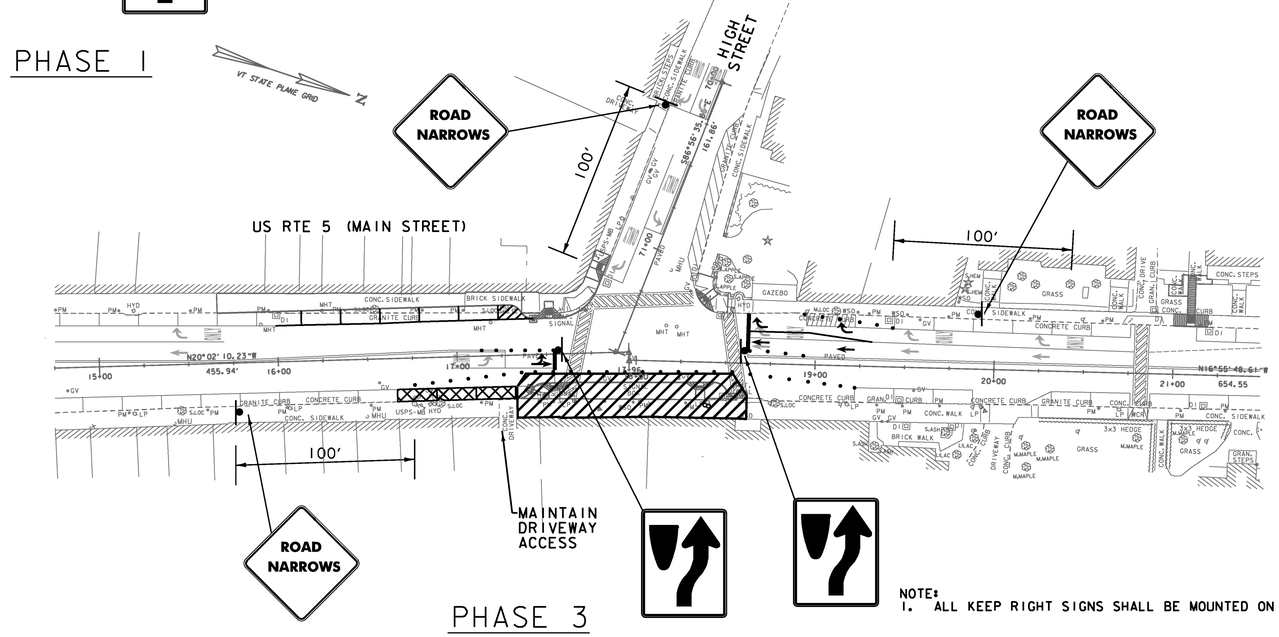
TRAFFIC MANAGEMENT PLAN (MAIN STREET AT BRIDGE STREET/ VERNON STREET)

SCALE 1" = 40'-0"
40 0 40

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044tmp.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: A. ACHARYA
DESIGNED BY: D. SPENCER	CHECKED BY: V. KACOYANNAKIS
TRAFFIC MANAGEMENT PLAN 1	SHEET 160 OF 163







TEMPORARY 4 INCH WHITE LINE, PAINT
US RTE 5 16+40 RT - 17+55 RT
US RTE 5 18+35 LT - 19+30 LT
VT RTE 9 70+40 RT - 71+10 RT

TEMPORARY 6 INCH WHITE LINE, PAINT
US RTE 5 16+30 RT - 17+55 RT

TEMPORARY 24 INCH STOP BAR, PAINT
US RTE 5 17+55 RT
US RTE 5 18+46 LT
VT RTE 9 70+90 LT/RT
VT RTE 9 71+10 RT

TEMPORARY LETTER AND SYMBOL, PAINT
10 EACH
(SEE PLAN FOR LOCATION)

LEGEND	
CHANNELIZATION DEVICE	•
WORK ZONE	
TRAFFIC FLOW	→

NOTE:
1. ALL KEEP RIGHT SIGNS SHALL BE MOUNTED ON FIRST DRUM.

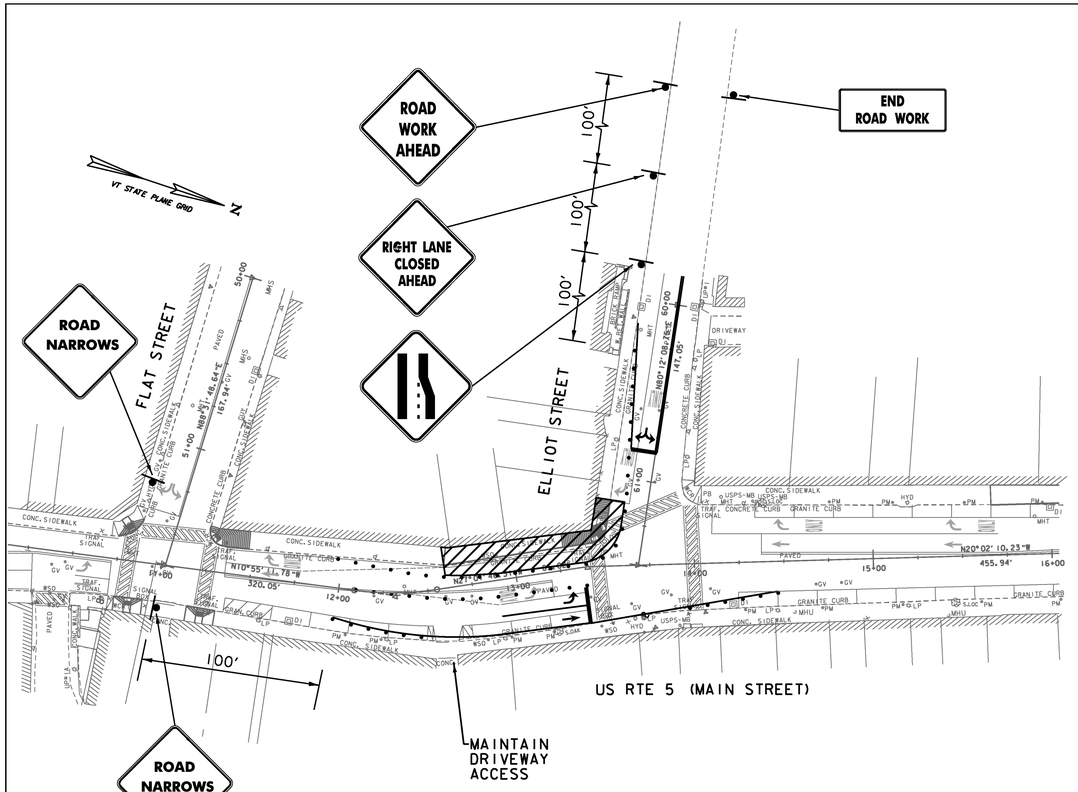
TRAFFIC MANAGEMENT PLAN (MAIN STREET AT HIGH STREET)

SCALE 1" = 40'-0"
40 0 40

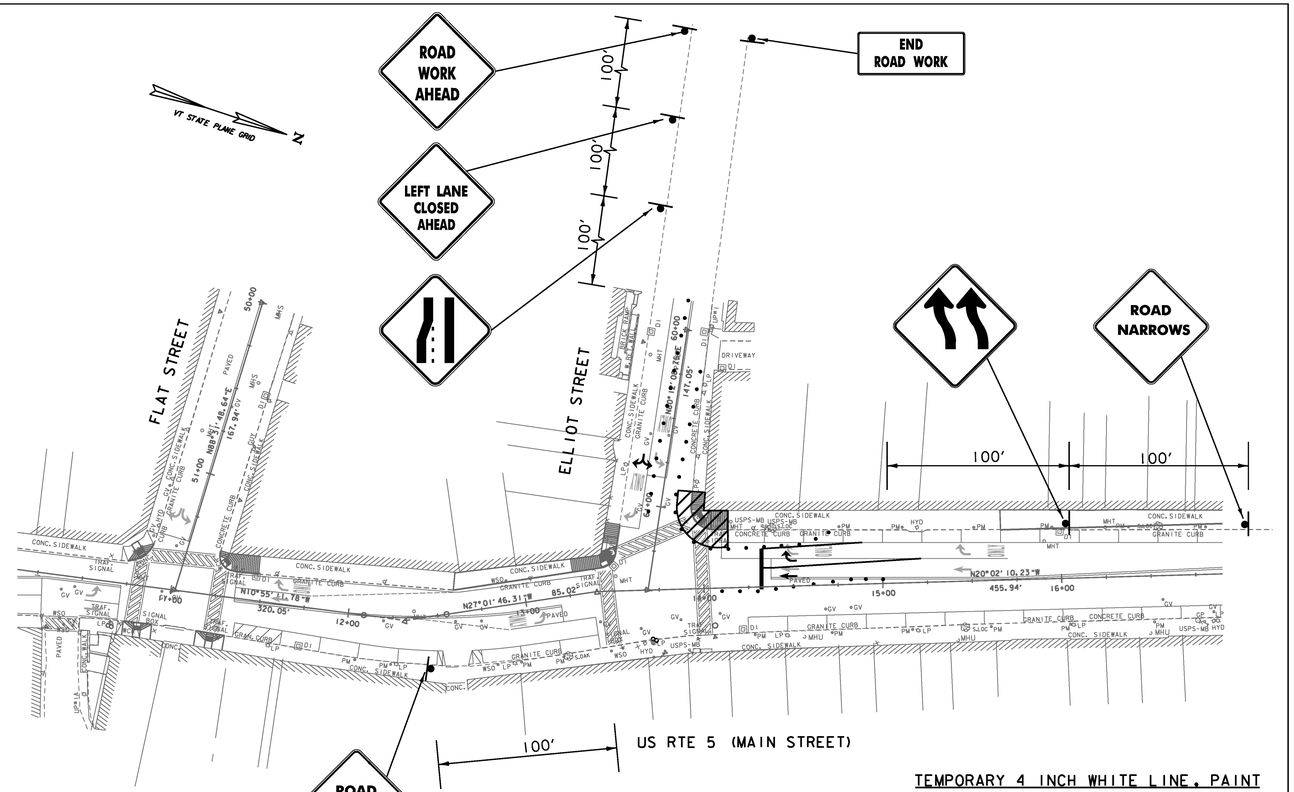
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044tmp.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: D. SPENCER
TRAFFIC MANAGEMENT PLAN 2

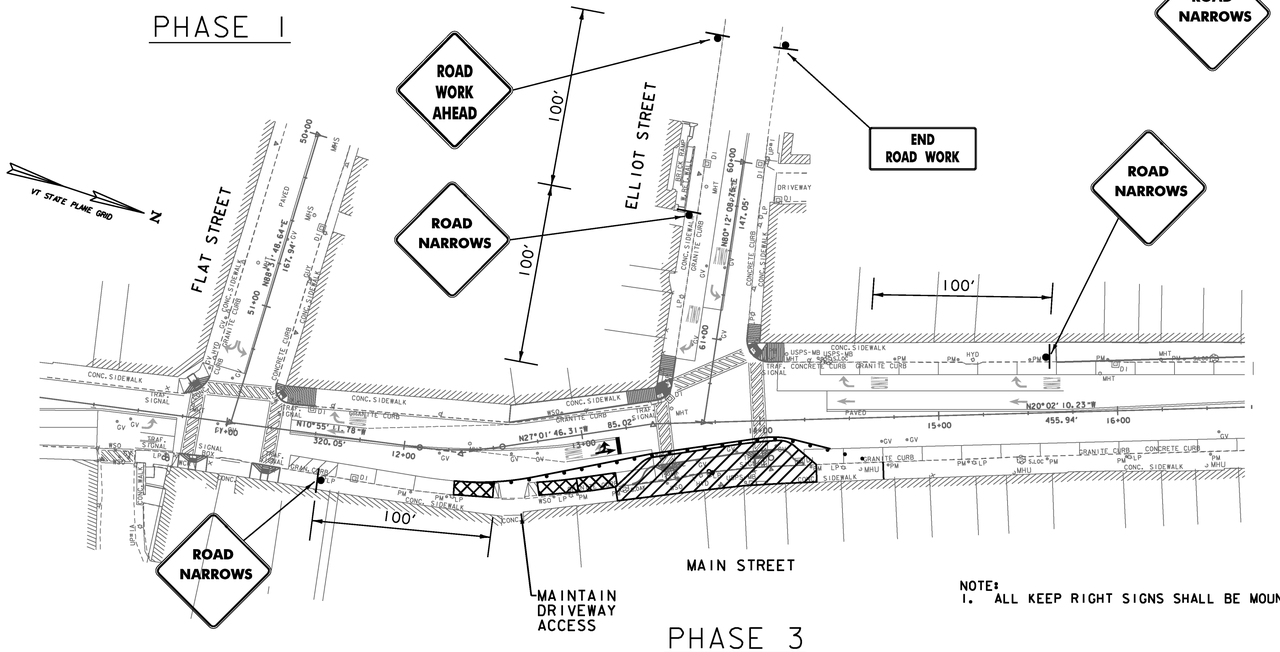
PLOT DATE: 3/17/2010
DRAWN BY: A. ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 161 OF 163



PHASE 1



PHASE 2



PHASE 3

TEMPORARY 4 INCH WHITE LINE, PAINT
US RTE 5 12+90 RT - 13+40 RT
US RTE 5 14+30 LT - 15+25 LT

TEMPORARY 4 INCH YELLOW LINE, PAINT
ELLIOT ST. 59+85 BL - 60+85 BL

TEMPORARY 6 INCH WHITE LINE, PAINT
US RTE 5 12+00 RT - 14+50 RT
US RTE 5 14+30 LT - 14+90 LT

TEMPORARY 24 INCH STOP BAR, PAINT
US RTE 5 13+40 RT
ELLIOT ST. 60+85 RT
US RTE 5 14+30 LT

TEMPORARY LETTER AND SYMBOL, PAINT
7 EACH
(SEE PLAN FOR LOCATION)

LEGEND	
CHANNELIZATION DEVICE	•
WORK ZONE	▨
TRAFFIC FLOW	→

NOTE:
1. ALL KEEP RIGHT SIGNS SHALL BE MOUNTED ON FIRST DRUM.

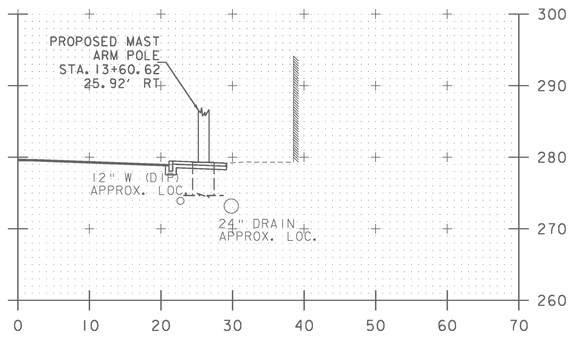
TRAFFIC MANAGEMENT PLAN (MAIN STREET AT ELLIOT STREET)

SCALE 1" = 40'-0"
40 0 40

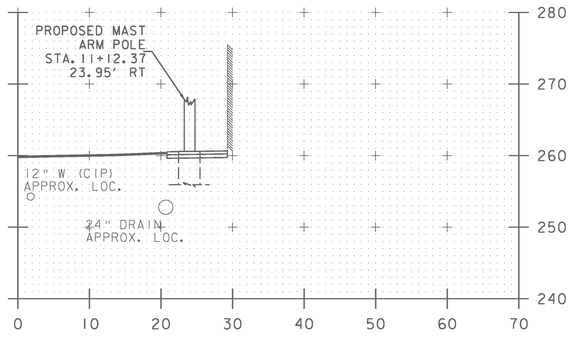
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000 (24)

FILE NAME: z08d044tmp.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: D. SPENCER
TRAFFIC MANAGEMENT PLAN 3

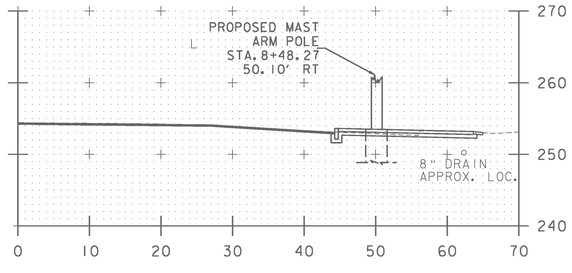
PLOT DATE: 3/17/2010
DRAWN BY: A. ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 162 OF 163



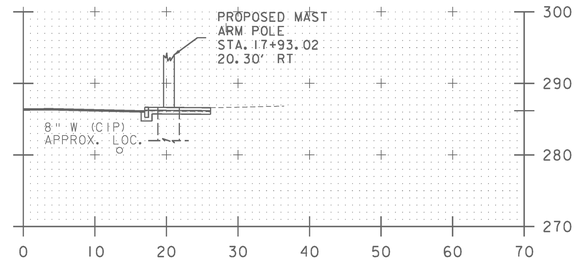
US 5 13+60.62-25.92' RT.
MAST ARM POLE MP3A



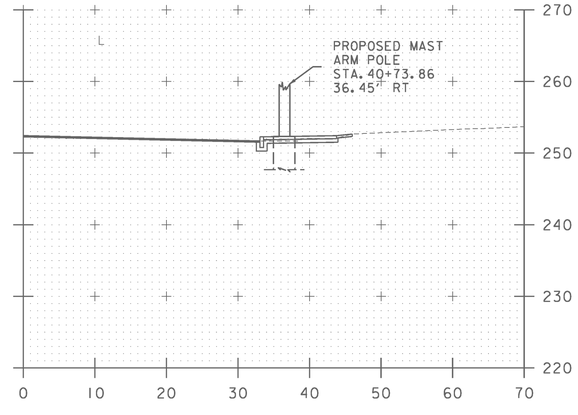
US 5 11+12.37-23.95' RT.
MAST ARM POLE MP2A



US 5 8+48.27-50.10' RT
MAST ARM POLE MP1A



US 5 17+93.02-20.30' RT.
MAST ARM POLE MP4A



VT 119 40+73.86-36.45' RT.
MAST ARM POLE MP1B

GENERAL NOTES:

1) THE DIAMETER OF MAST ARM FOUNDATIONS ARE SHOWN FOR GRAPHICAL REPRESENTATION ONLY. REFER TO BRATTLEBORO STP 2000(24) GEOTECHNICAL REPORT BY THE VERMONT AGENCY OF TRANSPORTATION'S SOILS AND FOUNDATIONS SECTION DATED DECEMBER 29, 2009 WHICH IS INCLUDED IN THE CONTRACT DOCUMENTS FOR THIS PROJECT.

2) STATION AND OFFSETS INDICATED ARE TO THE CENTER OF THE MAST ARM FOUNDATION.

3) THE LOCATIONS AND DEPTHS OF EXISTING GAS, SEWER, TELEPHONE AND WATER LINES SHOWN IN THE SECTIONS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL UTILITY LOCATIONS.

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME: z08d044xsl.dgn	PLOT DATE: 3/17/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: A. ACHARYA
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: D. SPENCER
CROSS SECTIONS AT MAST ARMS	SHEET 163 OF 163