

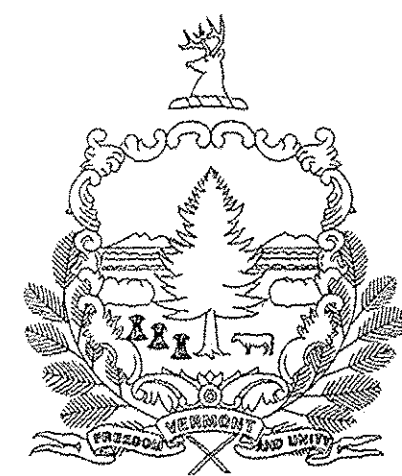
INDEX OF SHEETS

1	TITLE SHEET	
2	QUANTITY SHEET	QS-1
3	PROJECT NOTES	PN-1
4-5	SIGNAL PLANS	SP-1 - SP-2
6	CROSS SECTION	XS-1
7-9	CONSTRUCTION PLANS	CP-1 - CP-3

VAOT STANDARDS

E-100	CONSTRUCTION APPROACH SIGNS	01/02/2004
E-100A	SIDEROAD CONSTRUCTION - APPROACH SIGNS	01/02/2004
E-101	CONSTRUCTION SIGN DETAILS	05/30/2003
E-102	CONSTRUCTION SIGN DETAILS	06/30/2003
E-102A	CONSTRUCTION SIGN DETAILS	05/01/2004
E-103	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED	03/01/2004
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	03/01/2004
E-107	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	06/30/2003
E-107A	BREAKAWAY BARRICADE DETAILS	06/08/2009
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	08/08/1995
E-111	MINOR MAINTENANCE OPERATIONS	03/11/1997
E-121	STANDARD SIGN PLACEMENT CONVENTIONAL ROAD	08/08/1995
E-144	REGULATORY SIGN DETAILS	03/29/1999
E-171A	TRAFFIC CONTROL SIGNALS GENERAL GENERAL NOTES AND DETAILS	08/09/1995
E-171B	TRAFFIC CONTROL SIGNALS MISC. DETAILS	08/09/1995
E-173	PULL BOXES AND JUNCTION BOXES	08/09/1995
E-175	POWER DROP STANCHIONS	06/08/2009
E-180A	STREET LIGHTING DETAILS	08/09/1995
E-180B	STREET LIGHTING DETAILS	08/09/1995

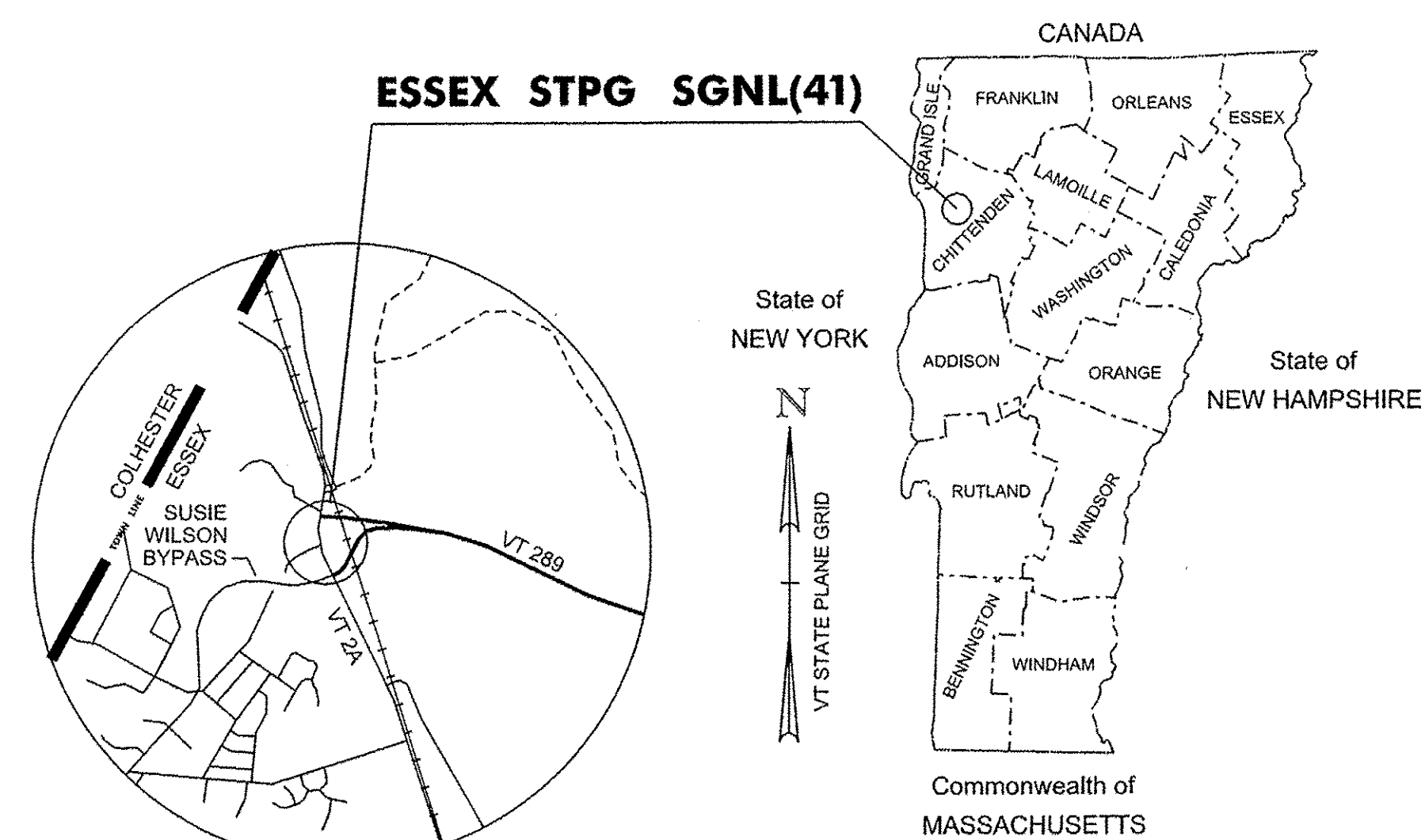
STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
SIGNAL PROJECT
TOWN OF ESSEX
COUNTY OF CHITTENDEN

PROJECT LOCATION: PROJECT LOCATED IN THE TOWN OF ESSEX AT THE INTERSECTION OF VT 2A, VT 289 EB ON-RAMP AND SUSIE WILSON BYPASS (APPROXIMATE MM 2.525) AND AT THE INTERSECTION OF VT 2A AND VT 289 WB OFF-RAMP (APPROXIMATE MM 2.740).

PROJECT DESCRIPTION: THIS PROJECT CONSISTS OF NEW CONTROLLER CABINETS, NEW CONTROLLERS WITH ADAPTIVE TRAFFIC CONTROL (ATC) CAPABILITY, INTERNET/INTRANET CONNECTION, REARRANGEMENT OF SIGNAL HEADS, NEW LED LENSES, VIDEO DETECTION AND RADIO INTERCONNECT.



RECORD PLANS

CONTRACTOR: ENGINEERS CONSTRUCTION, INC.- SO. BURLINGTON, VT

RESIDENT ENGINEER: DAVE HOSKING

CONSTRUCTION BEGAN: NOVEMBER 12, 2012

CONSTRUCTION COMPLETE: APRIL 12, 2013

RECORD PLANS BY: DAVE HOSKING & JENNA HYDE

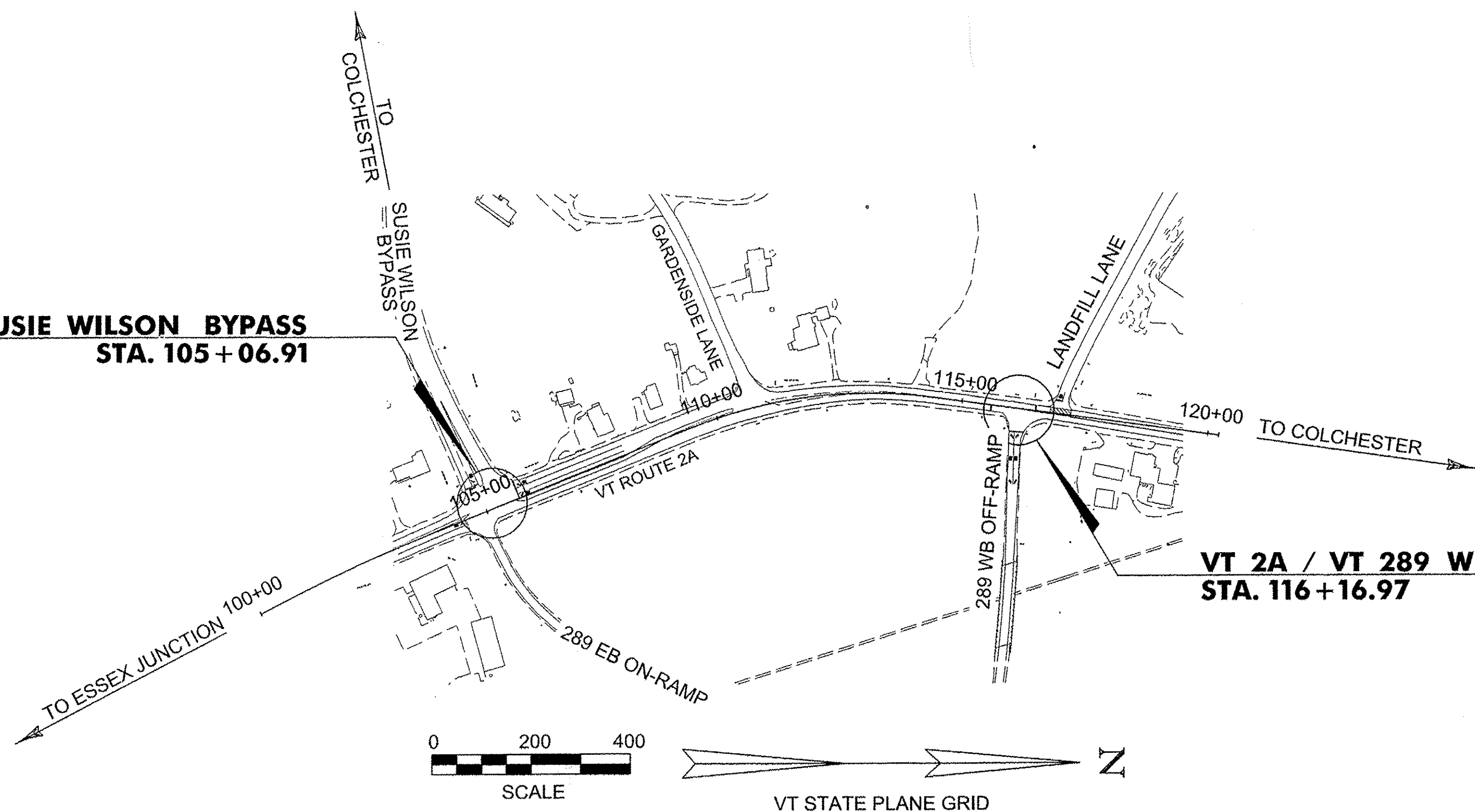
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY Dave Hosking RESIDENT ENGINEER

DATE 12-18-13

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.

VT 2A / VT 289 EB ON-RAMP / SUSIE WILSON BYPASS
STA. 105 + 06.91



VT 2A / VT 289 WB OFF-RAMP
STA. 116 + 16.97

TRAFFIC DATA

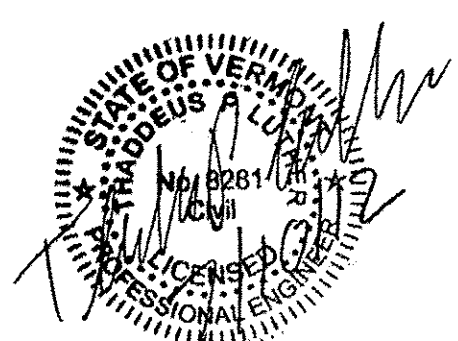
2012 AADT =	15,800
2012 DHV =	1,691
2032 AADT =	16,500
2032 DHV =	1,719
D =	87%
T =	3.6
V =	45 MPH
POSTED SPEED LIMIT =	40 MPH

QUALITY ASSURANCE PROGRAM: LEVEL 2

CONVENTIONAL SYMBOLS

COUNTY LINE	— — — — —
TOWN LINE	— — — — —
LIMITS OF ACCESS	— — — — —
POINT OF ACCESS	X
FENCE LINE	X — — — — X
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 :	TVGA/VSE
SURVEYED DATE :	APRIL 2003
DATUM	
VERTICAL	NAD 83
HORIZONTAL	NAVD 88



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 201 1, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 201 1 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT	APPROVED <u>Paul D. Johnson</u> DATE <u>1-18-12</u>
PROJECT MANAGER :	JOSHUA SCHULTZ
PROJECT NAME :	ESSEX
PROJECT NUMBER :	STPG SGNL(41)
SHEET 1 OF 9 SHEETS	

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES											TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
										ROADWAY	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
										1	1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22				
										100	100		HR	UNIFORMED TRAFFIC OFFICERS	630.10				
										100	100		HR	FLAGGERS	630.15				
										1	1		LS	MOBILIZATION/DEMOBILIZATION	635.11				
										1	1		LS	TRAFFIC CONTROL	641.10				
										1	1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (VT 2A @ SUSIE WILSON ROAD)	678.15				
										1	1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (VT 2A @ VT 289 WB OFF-RAMP)	678.15				
										21	21		LF	WIRED CONDUIT (2")(PVC)(SCH. 80)	678.23				
										60	60		LF	WIRED CONDUIT (4")(PVC)(SCH. 80)	678.23				
										380	380		LF	ELECTRICAL WIRING	678.24				
										1	1		EACH	POWER DROP STANCHION, STREET LIGHTING	679.55				

PROJECT NAME: **ESSEX**
 PROJECT NUMBER: **STPG SGNL(41)**
 FILE NAME: ...\\plotfiles\quantity sheet.dgn
 PROJECT LEADER: T. LUTHER
 DESIGNED BY: D. DEBAIE
 PLOT DATE: 7/10/2012
 DRAWN BY: C. GENDRON
 CHECKED BY: T. LUTHER
QUANTITY SHEET QS-1
 SHEET 2 OF 9



TRAFFIC SIGNAL SYSTEM NOTES

A. NEW SIGNAL EQUIPMENT

- ALL SIGNAL HEADS SHALL BE 12" POLYCARBONATE. THE SIGNAL HEAD COLOR SHALL MATCH EXISTING AND INCLUDE VISORS.
- ALL EAST/WEST SIGNAL HEADS SHALL HAVE FLAT BLACK LOUVERED BACKPLATES.
- THE TRAFFIC SIGNAL EQUIPMENT SHALL BE MANUFACTURED BY ECONOLITE CONTROL PRODUCTS, INC. OR NAZTEC, INC (OR APPROVED EQUAL). THE CONTROLLERS SHALL BE AN ASC/3-2100 (NEMA TS2) IN A NEMA P44 (OR APPROVED EQUAL) TRAFFIC CONTROL CABINET WITH A 15-INCH BASE EXTENSION INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS. THE TRAFFIC CONTROL CABINET SHALL BE ORIENTED SUCH THAT THE DOOR DOES NOT FACE THE ROADWAY.
- ALL SIGNAL HEADS SHALL HAVE RED, YELLOW AND GREEN L.E.D. SIGNALS WITH A VISIBLE BEAM SPREAD OF 80 DEGREES OFF AXIS.
- ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED FLAT BLACK IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
- ALL TRAFFIC SIGNAL EQUIPMENT AND SPAN WIRE MOUNTED SIGNS SHALL HAVE SAFETY CABLES.
- A DISCONNECT BREAKER FOR EACH CIRCUIT SHALL BE INSTALLED IN A RAINPROOF (NEMA 3R), LOCKED CABINET ON A STANCHION NEXT TO OR BELOW THE METER SOCKET.

B. SIGNAL OPERATION

- SWITCH-OVER TO THE NEW TRAFFIC SIGNAL SYSTEM SHALL NOT OCCUR DURING PEAK TRAFFIC OPERATING PERIODS. UNIFORMED TRAFFIC OFFICERS SHALL CONTROL TRAFFIC DURING THE SWITCH-OVER.
- ALL SIGNALS SHALL DWELL ON VT ROUTE 2A UNLESS OTHERWISE NOTED.
- THE VT ROUTE 2A THRU PHASE SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASHING OPERATION.
- SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE-TUNING IN THE FIELD BASED ON TRAFFIC OBSERVATION AND/OR ADDITIONAL FIELD STUDIES.

C. PULLBOXES AND JUNCTION BOXES

- PULLBOXES AND JUNCTION BOXES ARE DETAILED ON VTRANS STANDARD E-173. MINIMUM JUNCTION BOX SIZE SHALL BE 18" X 12" X 12", OR LARGER AS REQUIRED BY THE ELECTRICAL CODE.
- THE LOGO ON PULLBOX AND JUNCTION BOX COVERS SHALL BE "TRAFFIC SIGNAL."
- ALL PULLBOXES AND JUNCTION BOXES SHALL BE INSTALLED IN ACCORDANCE WITH VTRANS' "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2011, SECTION 678.

D. TRAFFIC SIGNAL CONDUIT

- ALL TRAFFIC SIGNAL CONDUIT SHALL BE SCHEDULE 80 PVC.
- WHEN CONDUIT IS PLACED BELOW THE ROADWAY OR ACROSS SIDE ROADS, IT SHALL BE PLACED IN A SLEEVE, SIZE SHOWN ON THE PLANS.
- ALL TRAFFIC SIGNAL CONDUIT WORK SHALL BE PERFORMED IN ACCORDANCE WITH VTRANS' "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2011, SECTION 678.

E. VIDEO DETECTION EQUIPMENT

- VIDEO VEHICLE DETECTORS SHALL BE PLACED SO THAT OCCLUSION IS MINIMIZED AND PHASING IS NOT AFFECTED.
- VIDEO VEHICLE DETECTION AREAS SHALL EXTEND FIVE FEET PAST THE STOP BAR.
- VIDEO VEHICLE DETECTION SYSTEM SHALL BE INCLUDED IN INSYNC ATC SYSTEM.
- SEE THE PLANS AND/OR THE SPECIAL PROVISIONS FOR A DETAILED LIST OF EQUIPMENT.

F. GENERAL

- A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES.
- THE CONTRACTOR SHALL ACQUIRE ALL THE NECESSARY PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANY TO PROVIDE A PERMANENT POWER SUPPLY TO THE TRAFFIC SIGNAL EQUIPMENT, IF APPLICABLE. THE ROUTING OF POWER TO THE INTERSECTION SHALL BE SUCH THAT THE STATE HAS FULL RESPONSIBILITY FROM THE TRANSFORMER THROUGH THE SIGNAL SYSTEM. NO INTERVENING OWNERSHIP/RESPONSIBILITY SHALL BE ALLOWED.
- ALL ELECTRICAL WIRING SHALL BE DONE BY A LICENSED ELECTRICIAN AND OVERSEEN BY A MASTER ELECTRICIAN.
- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO VTRANS' "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2011, WITH CURRENT MODIFICATIONS.
- IF REQUIRED, OVERHEAD SIGN/SIGNAL SUPPORTS SHALL CONFORM TO AASHTO'S "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS", DATED 2009, AND ITS LATEST REVISIONS.
- SEE STANDARD E-171A FOR ADDITIONAL NOTES.
- CONTRACTOR SHALL SCHEDULE FINAL INSPECTION AND OBTAIN WRITTEN APPROVAL OF WORK FROM VTRANS TRAFFIC SIGNAL TECHNICIAN.

G. ADAPTIVE TRAFFIC CONTROL (ATC) SYSTEM

- CONTRACTOR TO COORDINATE WITH RHYTHM ENGINEERING FOR INSTALLATION OF ATC SYSTEM (SEE CONTRACT DOCUMENTS).
- INSYNC ATC SYSTEM TO BE INSTALLED IN CONTROLLER CABINET.
- CABINET TO BE SUPPLIED WITH VIDEO DETECTOR CARD RACK.
- CONTRACTOR IS RESPONSIBLE FOR MOUNTING AND CABLING CAMERAS INCLUDING SUPPLYING BRACKETS AND EXTENSION POLES AS SPECIFIED BY RHYTHM ENGINEERING AND CATEGORY 5E (COMSCOPE 2003 SHIELDED/OUTDOOR RATED) DETECTOR CABLE.
- CONTRACTOR TO PROVIDE POWER TO ATC SYSTEM (IMSA 20-1 TRAFFIC CONTROL CABLE 14-3 STRANDED COPPER).
- CONTRACTOR TO COORDINATE WITH ROBERT WHITE OF VTRANS (828-2781) TO PROVIDE ETHERNET ACCESS AT CABINET FOR SIGNAL INTERCONNECT AND INTERNET ACCESS FOR RHYTHM ENGINEERING PRIOR TO ATC INSTALLATION.

TRAFFIC CONTROL NOTES FOR TRAFFIC SIGNAL SYSTEM WORK

- 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 NOTES ON SIGNAL PLANS AND SECTION 641 OF THE STANDARD SPECIFICATIONS.
- TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON VT ROUTE 2A AND SUSIE WILSON BYPASS. AT THE DISCRETION OF THE RESIDENT ENGINEER, UNIFORMED TRAFFIC OFFICERS SHALL DIRECT TRAFFIC, WHENEVER REQUIRED.
- TRAFFIC CONTROL SIGNING AND CHANNELIZING DEVICES SHALL BE IN ACCORDANCE WITH THE APPROPRIATE STANDARD DRAWINGS (E-101, E-102, E-106, E-107, E-110, E-111) AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.
- AFTER SIGNAL INSTALLATION, ALL HEADS MUST BE COVERED (TURNING SHALL NOT BE ALLOWED) UNTIL TURNED 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 REPLACEMENT, AND REMOVAL AND ALL INCIDENTALS FOR COMPLETION OF THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE TRAFFIC SIGNAL.
- WHERE TWO-WAY TRAFFIC IS MAINTAINED DURING CONSTRUCTION, THE SIGN PACKAGE SHOWN ON STD. E-100 SHOULD BE USED. APPROACH CONSTRUCTION SIGNING SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. OTHER SIGNING SHALL BE REMOVED OR COVERED WHEN NOT APPLICABLE.
- VARIATIONS IN THE SIGNING PACKAGES MAY BE DICTATED BY UNIQUE GEOMETRY AND/OR TRAFFIC CONDITIONS.
- THE CONTRACTOR SHALL NOT WORK WITHIN THE HIGHWAY RIGHT-OF-WAY WITHOUT THE APPROPRIATE CONSTRUCTION SIGNING IN PLACE AS SHOWN ON STD. E-100.
- 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, AT NO COST TO THE STATE OF VERMONT, UNTIL SUCH TIME THAT THE EXISTING OR NEW SIGNAL SYSTEM IS IN OPERATION.
- "SIGNAL UNDER CONSTRUCTION" SIGN PANELS SHALL BE MOUNTED UNDER "ROAD WORK AHEAD" SIGNS ANYTIME SIGNAL SYSTEM WORK IS BEING PERFORMED. SEE SIGN DETAIL ON THIS SHEET. COST FOR THIS WORK SHALL BE INCIDENTAL TO ITEM 641.10.
- TEMPORARY TRAFFIC BARRIER TO BE USED AT DISCRETION OF RESIDENT ENGINEER. TEMPORARY TRAFFIC BARRIER USED ON THIS PROJECT SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO ITEM 641.10 AND SHALL MEET THE REQUIREMENTS OF SECTION 621 OF THE VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.



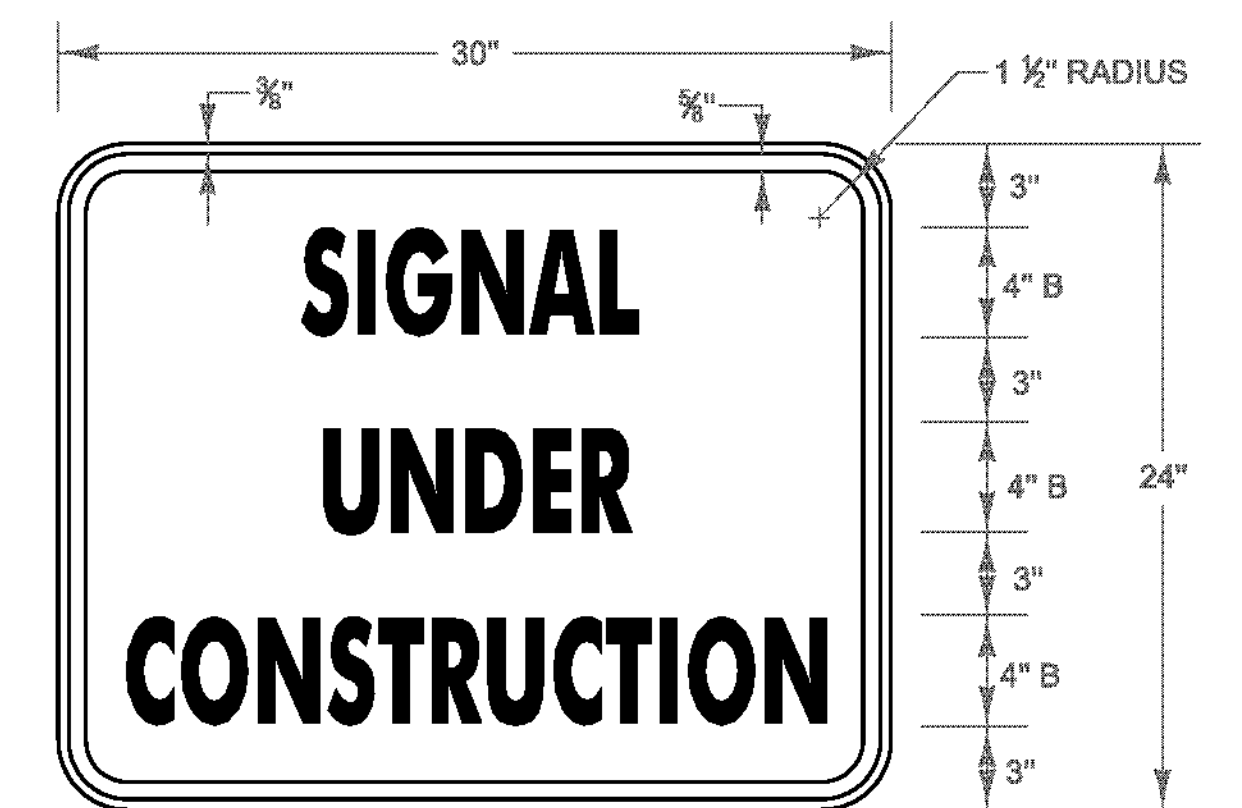
LEGEND: - BLACK (NON-REFL.) - STAMPED PRIOR TO PAINTING
BACKGROUND: NATURAL ALUMINUM OR BRASS SURFACE

CONTROLLER IDENTIFICATION PLAQUE NOTES:

- 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.
- THE LETTERS SHALL BE PUNCHED OR STAMPED, SUCH STAMPING SHALL PENETRATE AT LEAST 1/2 THE BASE MATERIAL THICKNESS.
- THE BASE MATERIAL FOR THE PLAQUE SHALL BE BRASS OR ALUMINUM WITH A MINIMUM THICKNESS OF 1/16".
- THE FOLLOWING INTERSECTION DESIGNATION SHALL BE ADDED TO EACH PLAQUE AS SHOWN ABOVE:

2A/SUSIE WILSON ROAD = MS562
2A/289 WB OFF RAMP = MS563

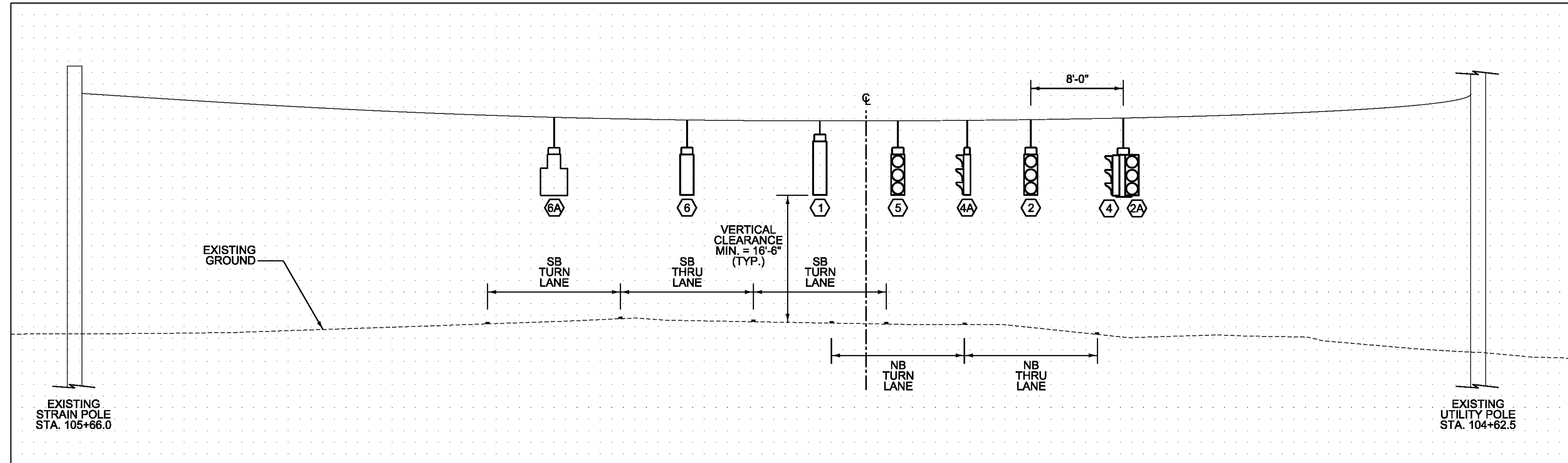
CONTROLLER IDENTIFICATION Plaque **NOT TO SCALE**



MATERIALS: SEE STD. E-144
COLORS: TEXT & BORDER - BLACK
BACKGROUND - ORANGE (RETROREFLECTIVE SHEETING)

CONSTRUCTION SIGN DETAIL NOT TO SCALE

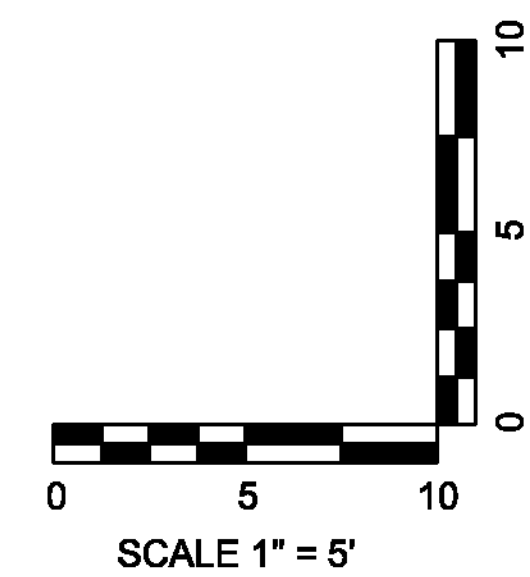
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PROJECT NUMBER:	STPG SGNL(41)	DRAWN BY:	C. GENDRON
FILE NAME:	...plotfiles\project notes.dgn	DESIGNED BY:	D. DEBAIE
PROJECT LEADER:	T. LUTHER	CHECKED BY:	T. LUTHER
PROJECT NOTES PN-1		SHEET	3 OF 9



**ROUTE 2A STA 105+14
LOOKING NORTHERLY**

NOTES:

1. SIGNAL HEADS SHOULD BE MOUNTED OVER CENTER OF APPROACH LANE AND MAINTAIN AN 8 FOOT MINIMUM HORIZONTAL SPACING TO ADJACENT HEAD UNLESS OTHERWISE NOTED ABOVE.



PROJECT NAME: **ESSEX**
PROJECT NUMBER: **STPG SGNL(41)**

FILE NAME: ...plotfiles\signal x-section.dgn
PROJECT LEADER: T. LUTHER
DESIGNED BY: D. DEBAIE
CROSS SECTION XS-1

PLOT DATE: 7/10/2012
DRAWN BY: C. GENDRON
CHECKED BY: T. LUTHER
SHEET 6 OF 9



NOTES:

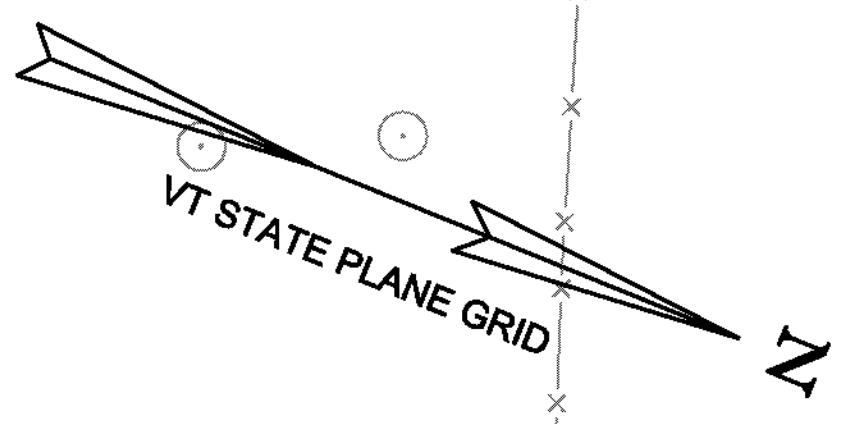
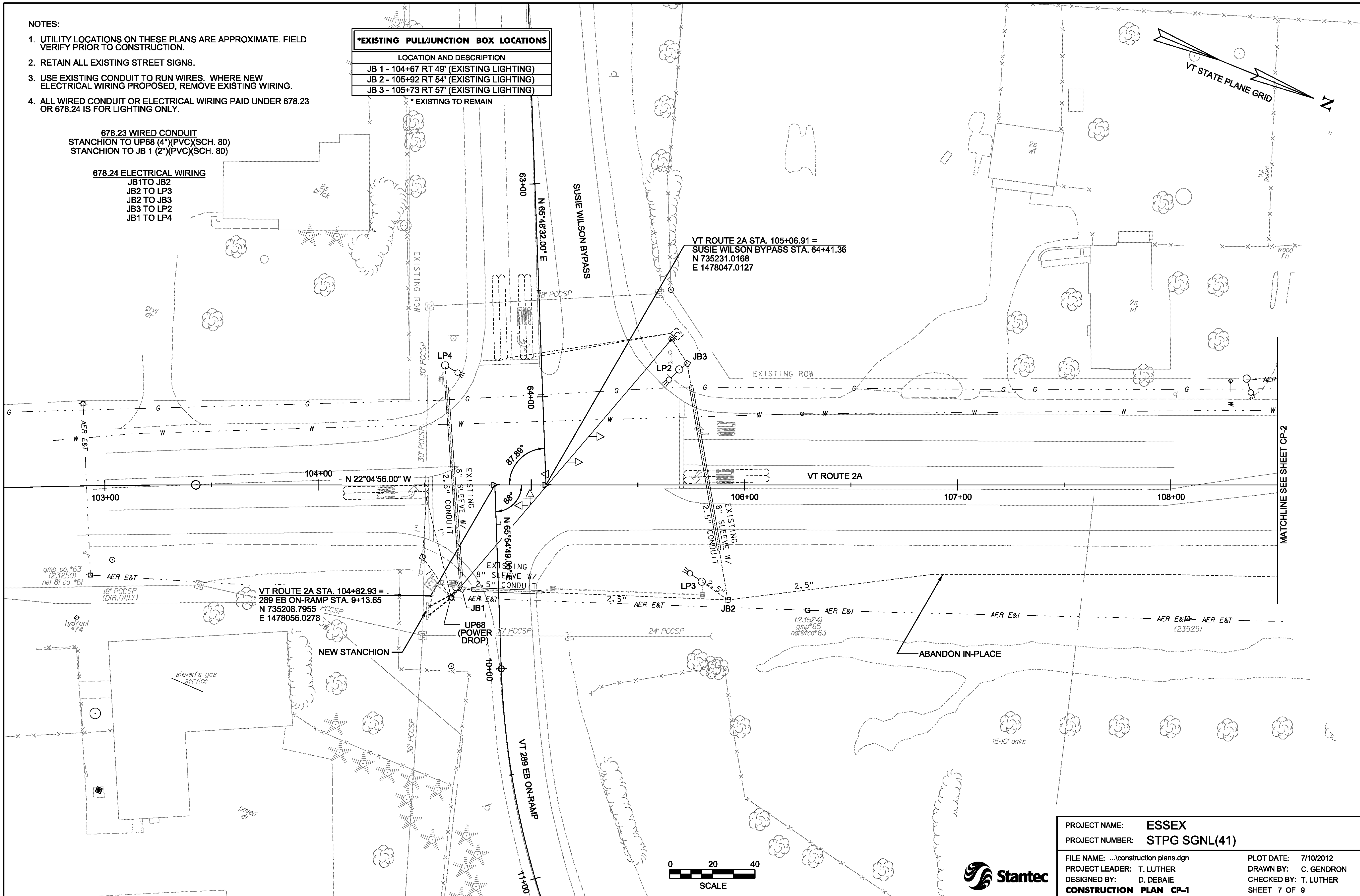
1. UTILITY LOCATIONS ON THESE PLANS ARE APPROXIMATE. FIELD VERIFY PRIOR TO CONSTRUCTION.
2. RETAIN ALL EXISTING STREET SIGNS.
3. USE EXISTING CONDUIT TO RUN WIRES. WHERE NEW ELECTRICAL WIRING PROPOSED, REMOVE EXISTING WIRING.
4. ALL WIRED CONDUIT OR ELECTRICAL WIRING PAID UNDER 678.23 OR 678.24 IS FOR LIGHTING ONLY.

*EXISTING PULL/JUNCTION BOX LOCATIONS	
LOCATION	DESCRIPTION
JB 1 - 104+67 RT 49'	(EXISTING LIGHTING)
JB 2 - 105+92 RT 54'	(EXISTING LIGHTING)
JB 3 - 105+73 RT 57'	(EXISTING LIGHTING)

* EXISTING TO REMAIN

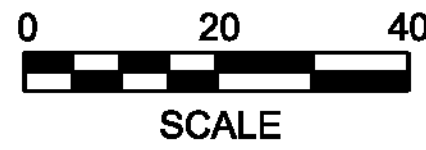
678.23 WIRED CONDUIT
 STANCHION TO UP68 (4")(PVC)(SCH. 80)
 STANCHION TO JB 1 (2")(PVC)(SCH. 80)

678.24 ELECTRICAL WIRING
 JB1 TO JB2
 JB2 TO LP3
 JB2 TO JB3
 JB3 TO LP2
 JB1 TO LP4



VT ROUTE 2A STA. 105+06.91 =
 SUSIE WILSON BYPASS STA. 64+41.36
 N 735231.0168
 E 1478047.0127

VT ROUTE 2A STA. 104+82.93 =
 289 EB ON-RAMP STA. 9+13.65
 N 735208.7955
 E 1478056.0278

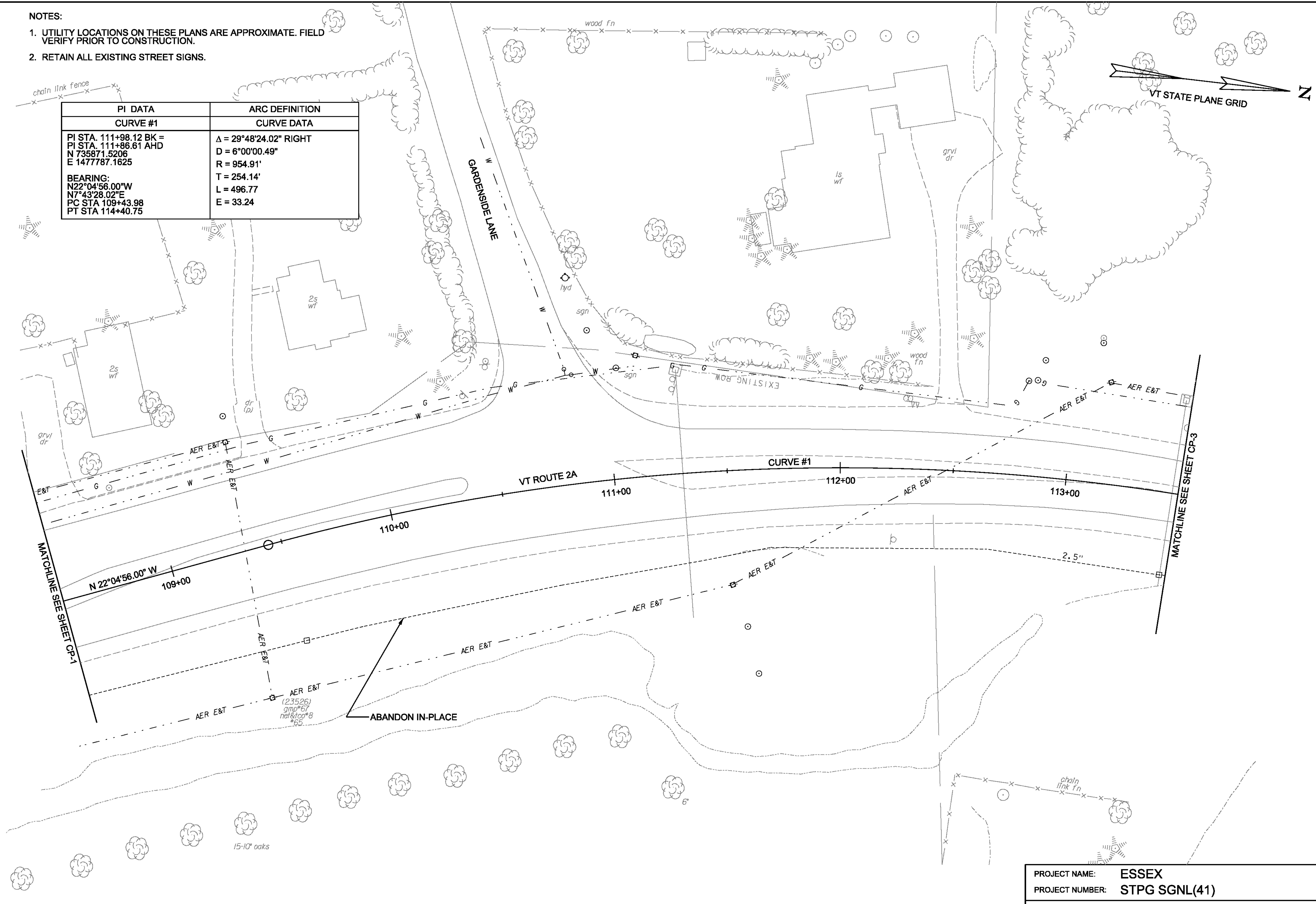


PROJECT NAME:	ESSEX	PLOT DATE:	7/10/2012
PROJECT NUMBER:	STPG SGNL(41)	DRAWN BY:	C. GENDRON
FILE NAME:	...construction plans.dgn	CHECKED BY:	T. LUTHER
PROJECT LEADER:	T. LUTHER	CONSTRUCTION PLAN CP-1	SHEET 7 OF 9
DESIGNED BY:	D. DEBAIE		

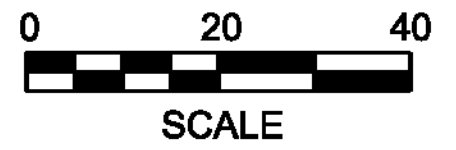
NOTES:

1. UTILITY LOCATIONS ON THESE PLANS ARE APPROXIMATE. FIELD VERIFY PRIOR TO CONSTRUCTION.
2. RETAIN ALL EXISTING STREET SIGNS.

PI DATA	ARC DEFINITION
CURVE #1	CURVE DATA
PI STA. 111+98.12 BK =	$\Delta = 29^{\circ}48'24.02''$ RIGHT
PI STA. 111+86.61 AHD	$D = 6^{\circ}00'00.49''$
N 735871.5206	R = 954.91'
E 1477787.1625	T = 254.14'
BEARING:	L = 496.77
N22°04'56.00"W	E = 33.24
N7°43'28.02"E	
PC STA 109+43.98	
PT STA 114+40.75	



PROJECT NAME:	ESSEX	PLOT DATE:	7/10/2012
PROJECT NUMBER:	STPG SGNL(41)	DRAWN BY:	C. GENDRON
FILE NAME:	...construction plans.dgn	DESIGNED BY:	D. DEBAIE
PROJECT LEADER:	T. LUTHER	CHECKED BY:	T. LUTHER
CONSTRUCTION PLAN CP-2		SHEET 8 OF 9	

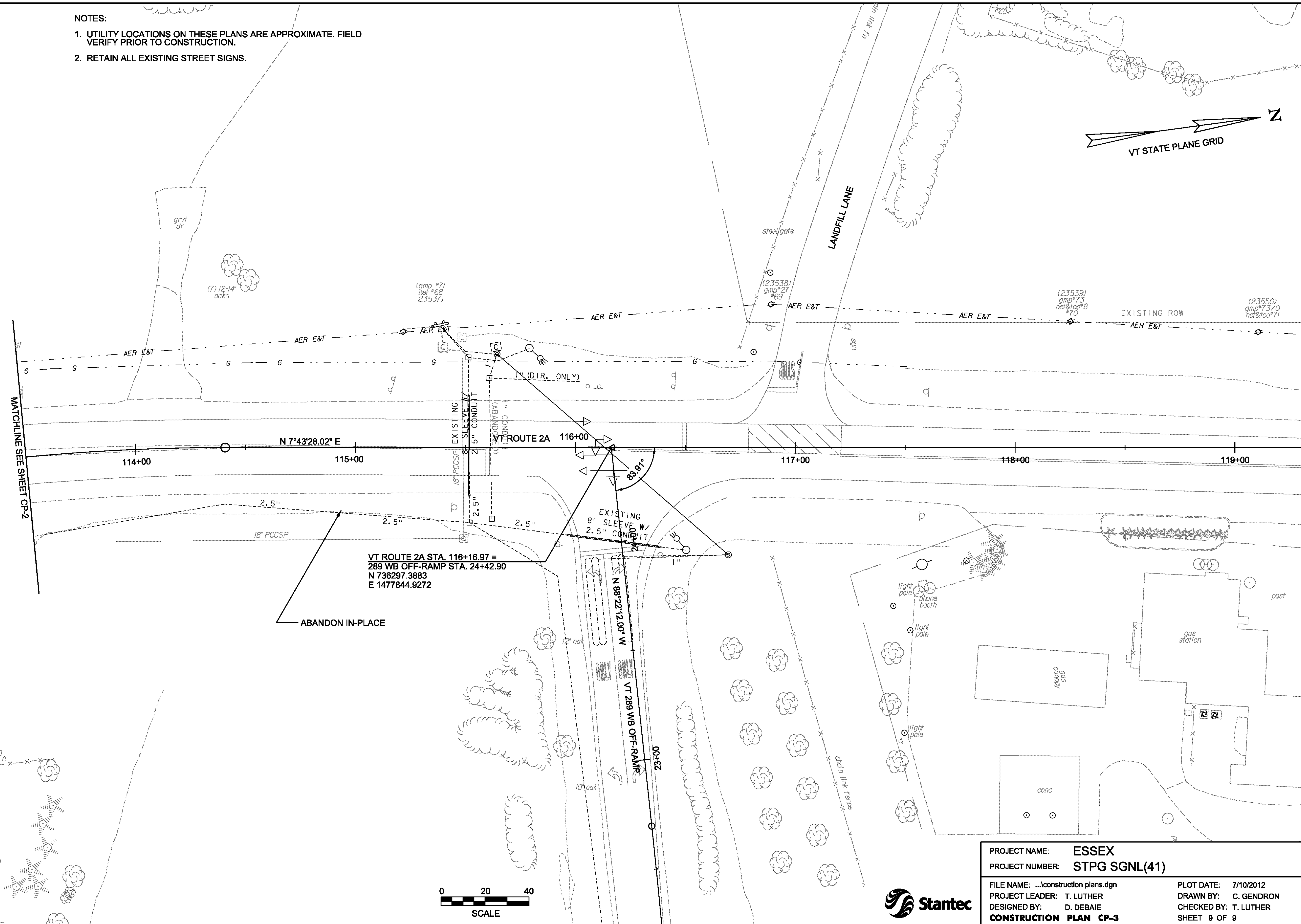


NOTES:

1. UTILITY LOCATIONS ON THESE PLANS ARE APPROXIMATE. FIELD VERIFY PRIOR TO CONSTRUCTION.
2. RETAIN ALL EXISTING STREET SIGNS.

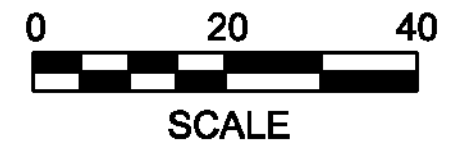


MATCHLINE SEE SHEET CP-2



VT ROUTE 2A STA. 116+16.97 =
 289 WB OFF-RAMP STA. 24+42.90
 N 736297.3883
 E 1477844.9272

ABANDON IN-PLACE



PROJECT NAME:	ESSEX	PLOT DATE:	7/10/2012
PROJECT NUMBER:	STPG SGNL(41)	DRAWN BY:	C. GENDRON
FILE NAME:	...construction plans.dgn	DESIGNED BY:	D. DEBAIE
PROJECT LEADER:	T. LUTHER	CHECKED BY:	T. LUTHER
CONSTRUCTION PLAN CP-3		SHEET 9 OF 9	

