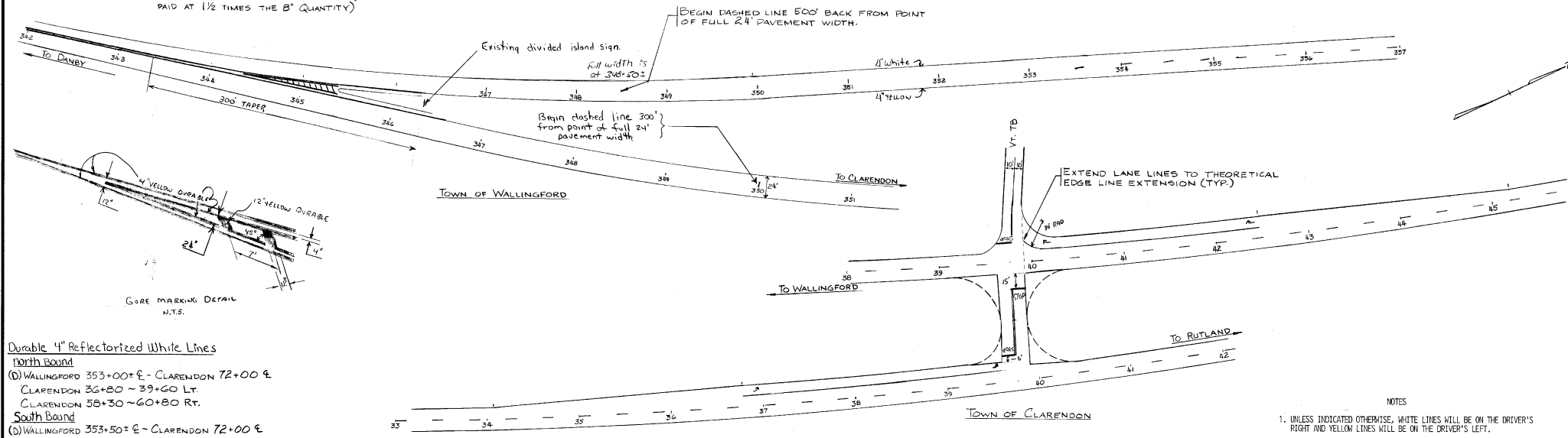


**DURABLE 8" REFLECTORIZED YELLOW LINES**  
 TRANSVERSE 344+35 ~ 345+40 (12" WIDE  
 PAID AT 1/2 TIMES THE 8" QUANTITY)



GORE MARKING DETAIL  
 N.T.S.

**Durable 4" ReflectORIZED White Lines**

- North Bound**  
 (D) WALLINGFORD 353+00 ± E - CLARENDON 72+00 ±  
 CLARENDON 26+80 ~ 39+60 LT.  
 CLARENDON 58+30 ~ 60+80 RT.
- South Bound**  
 (D) WALLINGFORD 353+50 ± E - CLARENDON 72+00 ±  
 39+40 ~ 42+50 LT.  
 61+00 ~ 63+55 RT

**Durable 4" ReflectORIZED Yellow Lines**

- WALLINGFORD 331+92 ~ 344+35 (D.B.L.)  
 WALLINGFORD GORE AREA (SEE DETAIL ABOVE)  
 344+35 ~ 345+40  
 CLARENDON 39+75 OFFSET 30' ± ~ 100' ± LT. (D.B.L.)  
 CLARENDON 60+92 OFFSET 20' ± ~ 55' ± LT. (D.B.L.)

**Durable 24" STOP BAR ± LETTER IN WORD MARKINGS**

North Bound	South Bound
39+65 LT	39+80 RT
61+00 LT	60+15 RT
60+40 LT	39+70 LT

**DURABLE ARROW MARKINGS**

CLARENDON - NORTHBOUND	SOUTHBOUND
37+00 LT	40+20 LT
39+50 LT	42+50 LT
58+25 RT	61+10 RT
60+40 RT	63+50 RT

**TEMPORARY 4" REFLECTORIZED WHITE LINES (EDGE LINE)**

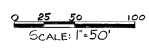
NORTHBOUND & SOUTHBOUND  
 WALLINGFORD 331+92 ~ RUTLAND 62+16  
 NOTE: INCLUDE 210' FOR JUGHANDLE

**TEMPORARY 4" REFLECTORIZED YELLOW LINES (EDGE LINE)**

NORTHBOUND & SOUTHBOUND  
 WALLINGFORD 331+92 ~ RUTLAND 62+16  
 NOTE: INCLUDE 170' FOR JUGHANDLE

NOTE: PAINTED EDGE LINES SHALL BE APPLIED AS FOLLOWS:  
 1. YELLOW LINE ON DRIVER'S LEFT SIDE  
 2. WHITE LINE ON DRIVER'S RIGHT SIDE.  
 3. ABBREVIATIONS: (J) DBL = DOUBLE LINE  
 (D) = DASHED LINE

DATUM	VERTICAL	HORIZONTAL
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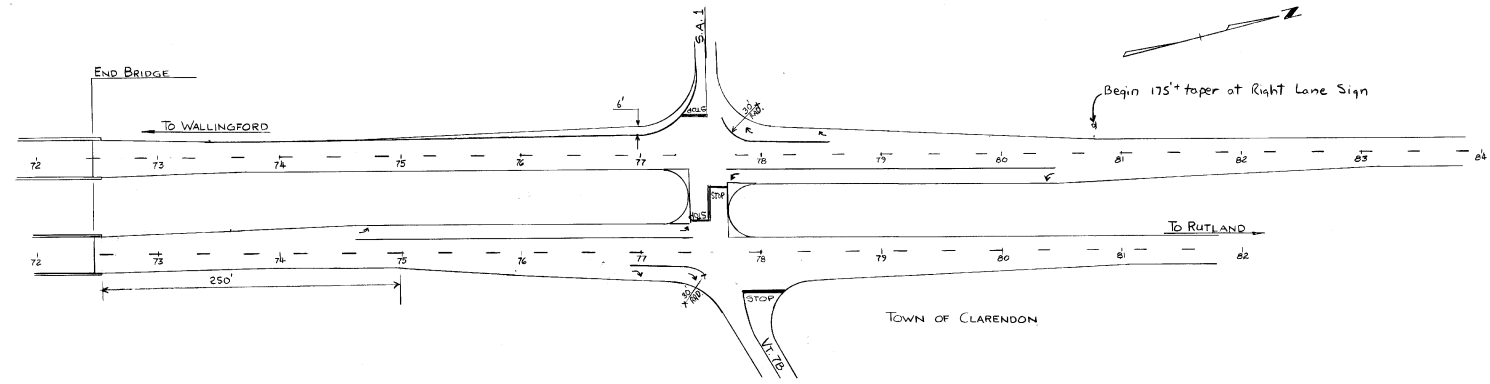
All signs installed as part of this project shall be stamped on the back with VDOT month and year of sign fabrication and route where sign is installed. The letter and numbers shall be 1" high and 1/2" ± the sign material thickness (Maximum 1/8"). EXAMPLE: VDOT 06/84 019-2(16) 05 7

- NOTES
- UNLESS INDICATED OTHERWISE, WHITE LINES WILL BE ON THE DRIVER'S RIGHT AND YELLOW LINES WILL BE ON THE DRIVER'S LEFT.
  - EDGE LINES SHALL BE PLACED 1'-0" FROM CURB.
  - LANE WIDTHS BASED ON AVAILABLE ROADWAY WIDTH. PREFERENCE SHALL BE GIVEN TO THRU LANES WITH A PREFERRED WIDTH OF 12'. LEFT AND RIGHT TURN LANES MAY BE BETWEEN 10'-12' IN WIDTH.
  - SOLID WHITE LINE LINES SHALL BEGIN AT THE POINT OF FULL LANE WIDTH WITH AN EDGE LINE TAPER RATE OF 15:1 (MINIMUM).
  - STOP BARS SHALL BE PLACED AS SHOWN ON THE DETAIL OR WHEN PLACED AT TRAFFIC SIGNAL INSTALLATIONS A MINIMUM OF 40' FROM THE NEAREST SIGNAL FACE.
  - TURN ARROWS SHALL BE PLACED AT THE BEGINNING AND ENDING OF THE LEFT OR RIGHT TURN LANE. TURN ARROWS PLACED AT THE END OF A TURN LANE HAVING A STOP BAR SHALL BE PLACED WITH A 4' GAP BETWEEN THE STOP BAR AND THE ARROW.
  - WHEN REQUIRED, THERE SHALL BE A 4' GAP BETWEEN TURN ARROWS AND LETTER IN WORD MARKINGS.
  - WHEN WORD MARKINGS ARE USED AT THE BEGINNING OF A TURN LANE, THE MARKINGS SHALL BEGIN AT THE START OF THE SOLID WHITE LANE LINE.
  - THE WORD MARKINGS 'STOP' SHALL BE PLACED WITH A 4' GAP BETWEEN THE MARKING AND THE STOP BAR.
  - GORE MARKINGS FOR RAMP SHOWN ARE ONLY APPROXIMATE. MARKING SHALL BE AS DETAILED ON STANDARD SHEET E-50 (3-16-82 R).

NOTE: PLAN STATIONING IS BASED ON ROUTE LOG STATIONING.

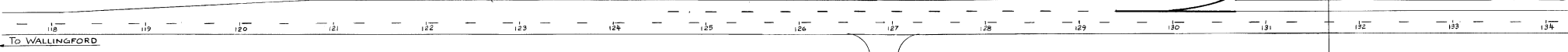
All removed signs will become the property of the State. Components will be stockpiled in an accessible location for pickup by district forces

SURVEYED BY	DATE
DRAWN BY	DATE
TRACED BY	DATE
WALLINGFORD-CLARENDON-RUTLAND	
PAVEMENT MARKING DETAILS	
PROJ. F	NO. 019-2(16)
SHEET 13 OF 33	



**DURABLE 8" REFLECTORIZED WHITE LINES**

CLARENDON NORTHBOUND	SOUTHBOUND
127+90 ~ 129+20 Rt. 12'	129+40 ~ 130+70 Rt. 12'
128+50 Rt. 12' ~ 129+20 Rt. 35'	129+90 Lt. 12' ~ 130+70 Lt. 35'
132+60 ~ 133+80 Rt. 12'	134+20 ~ 135+20 Lt. 12'
132+60 Rt. 35' ~ 133+50 Rt. 12'	134+20 Lt. 35' ~ 134+70 Lt. 12'



**DURABLE 4" REFLECTORIZED WHITE LINES**

CLARENDON

NORTHBOUND	SOUTHBOUND
(D) 72+00 ~ 171+00 E	(D) 72+00 ~ 171+00 E
74+60 ~ 77+40 Lt.	77+70 ~ 78+60 Lt.
76+90 ~ 77+55 Rt.	77+70 ~ 80+50 Rt.
(D) 127+10 ~ 127+70 Rt.	(D) 124+60 ~ 129+10 Lt.
(D) 134+10 ~ 136+60 Rt.	(D) 135+50 ~ 136+50 Lt.

**DURABLE 4" REFLECTORIZED YELLOW LINES**

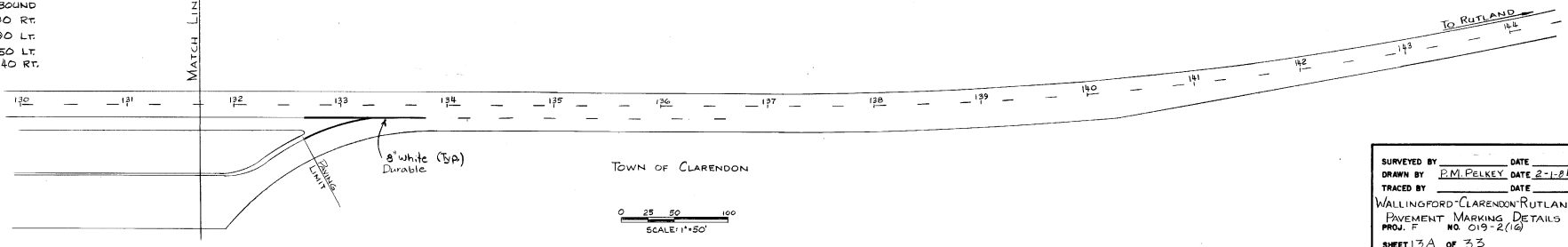
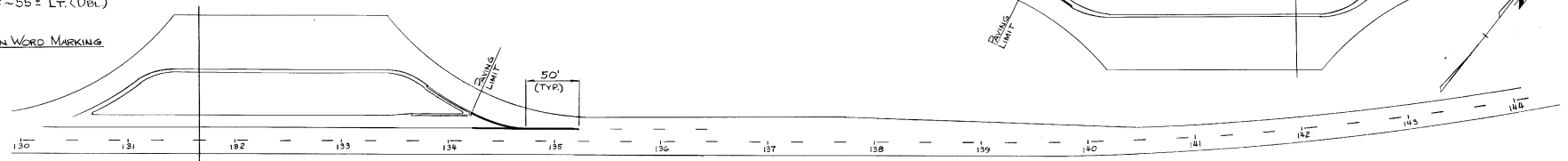
CLARENDON 77+60 OFFSET 25' ~ 55' Lt. (DBL)

**DURABLE 24" STOP BAR & LETTER IN WORD MARKING**

NORTHBOUND	SOUTHBOUND
77+50 Lt.	77+50 Lt.
78+00 Rt.	77+70 Rt.

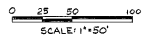
**DURABLE ARROW MARKINGS**

CLARENDON NORTHBOUND	SOUTHBOUND
74+70 Lt.	77+80 Rt.
77+00 Rt.	77+90 Lt.
77+30 Lt.	78+50 Lt.
77+40 Rt.	80+40 Rt.

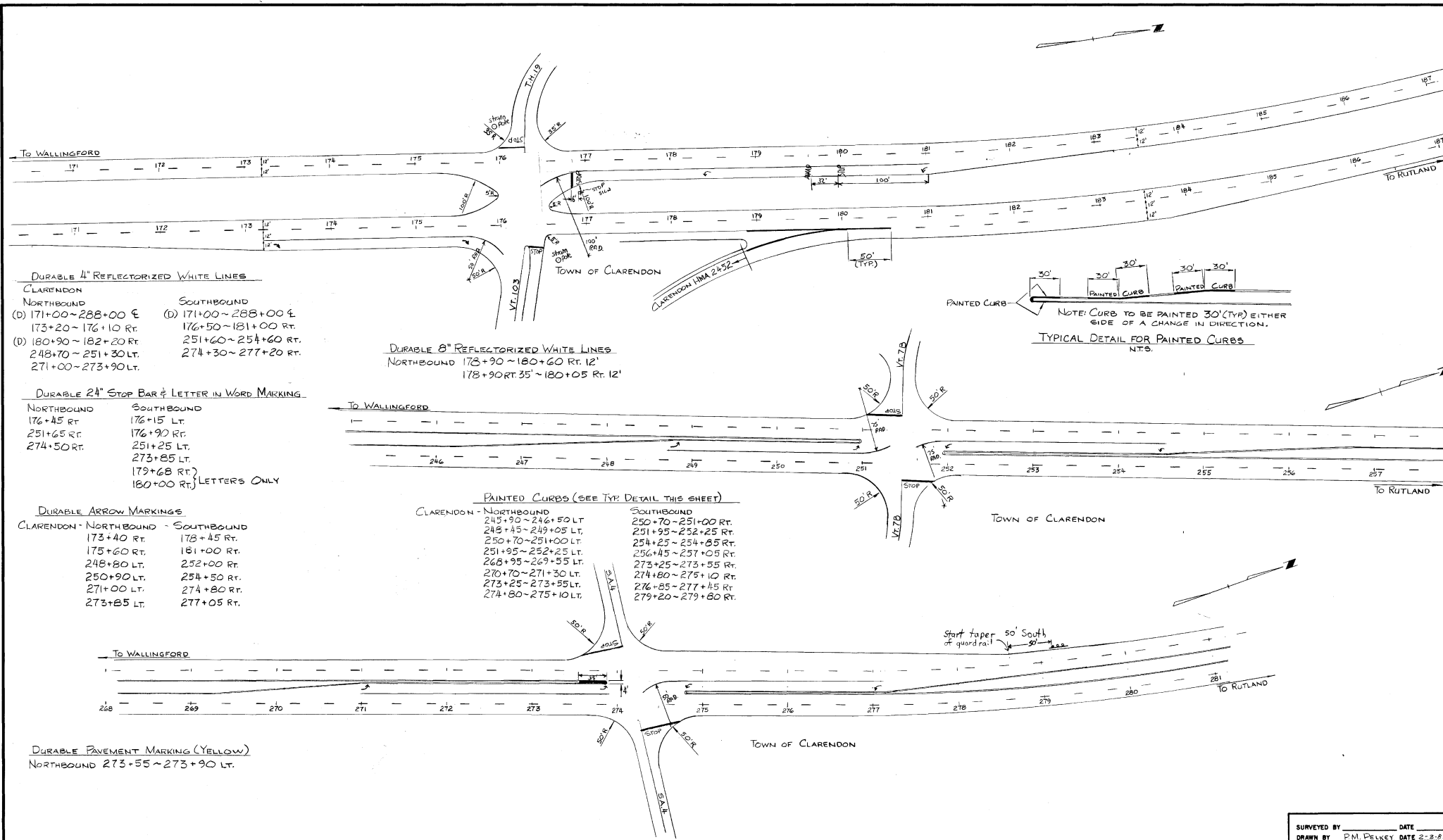


DATUM

VERTICAL	_____
HORIZONTAL	_____



SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY P.M. PELKEY DATE 2-1-84  
 TRACED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 WALLINGFORD-CLARENDON-RUTLAND  
 PAVEMENT MARKING DETAILS  
 PROJ. F NO. 019-2(12)  
 SHEET 3A OF 33



**DURABLE 4" REFLECTORIZED WHITE LINES**  
**CLARENDON**  
**NORTHBOUND**  
 (D) 171+00~288+00 E  
 173+20~176+10 RT  
 (D) 180+90~182+20 RT  
 248+70~251+30 LT  
 271+00~273+90 LT

**SOUTHBOUND**  
 (D) 171+00~288+00 E  
 176+50~181+00 RT  
 251+60~254+60 RT  
 274+30~277+20 RT

**DURABLE 24" STOP BAR & LETTER IN WORD MARKING**  
**NORTHBOUND**  
 176+45 RT  
 251+65 RT  
 274+50 RT

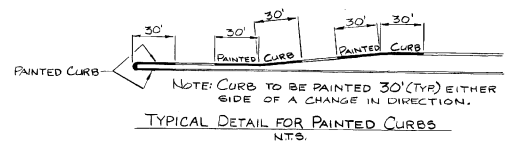
**SOUTHBOUND**  
 176+15 LT  
 176+90 RT  
 251+25 LT  
 273+85 LT  
 179+68 RT } LETTERS ONLY  
 180+00 RT }

**DURABLE ARROW MARKINGS**  
**CLARENDON - NORTHBOUND - SOUTHBOUND**  
 173+40 RT 178+45 RT  
 175+60 RT 181+00 RT  
 248+80 LT 252+00 RT  
 250+90 LT 254+50 RT  
 271+00 LT 274+80 RT  
 273+85 LT 277+05 RT

**DURABLE 8" REFLECTORIZED WHITE LINES**  
**NORTHBOUND** 178+90~180+60 RT. 12'  
 178+90 RT. 35'~180+05 RT. 12'

**PAINTED CURBS (SEE TYP. DETAIL THIS SHEET)**  
**CLARENDON - NORTHBOUND**  
 245+90~246+50 LT  
 248+45~249+05 LT  
 250+70~251+00 LT  
 251+95~252+25 LT  
 268+95~269+55 LT  
 270+70~271+30 LT  
 273+25~273+55 LT  
 274+80~275+10 LT

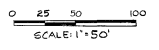
**SOUTHBOUND**  
 250+70~251+00 RT  
 251+95~252+25 RT  
 254+25~254+85 RT  
 256+45~257+05 RT  
 273+25~273+55 RT  
 274+80~275+10 RT  
 276+85~277+15 RT  
 279+20~279+80 RT



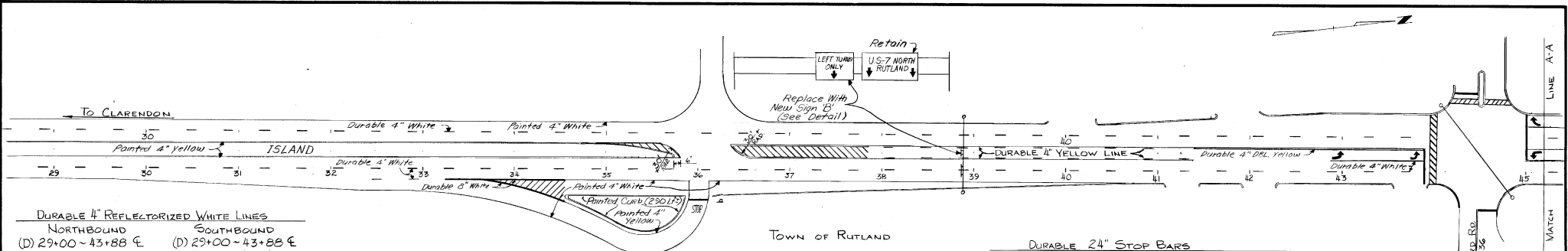
**DURABLE PAVEMENT MARKING (YELLOW)**  
**NORTHBOUND** 273+55~273+90 LT.

SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY P.M. PELKEY DATE 2-2-88  
 TRACED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 WALLINGFORD - CLARENDON - RUTLAND  
 PAVEMENT MARKING DETAILS  
 PROJ. F. NO. C19-2(16)  
 SHEET 13B OF 33

DATUM	_____
VERTICAL	_____
HORIZONTAL	_____







**DURABLE 4" REFLECTORIZED WHITE LINES**

NORTHBOUND	SOUTHBOUND
(D) 29+00 ~ 43+88 E	(D) 29+00 ~ 43+88 E
(D) 32+45 ~ 33+25 RT.	45+02 ~ 45+48 RT.
42+88 ~ 43+88 LT.	45+02 ~ 48+94 LT.
RT. TOWN ~ RT. CITY	RT. TOWN ~ RT. CITY
(D) 45+00 ~ 0+90 E	(D) 45+00 ~ 0+90 E

**DURABLE LETTER IN WORD MARKINGS**

NORTHBOUND	SOUTHBOUND
36+00 RT. (4 EA)	54+26 LT. (4 EA)
60+09 RT. (4 EA)	

**PAINTED CURBS**

AROUND ENTIRE JUGHANDLE AT N.B. 35+00 RT.

NORTHBOUND	SOUTHBOUND
35+43 ~ 35+73 LT.	34+73 ~ 35+73 RT.

**DURABLE 24" STOP BARS**

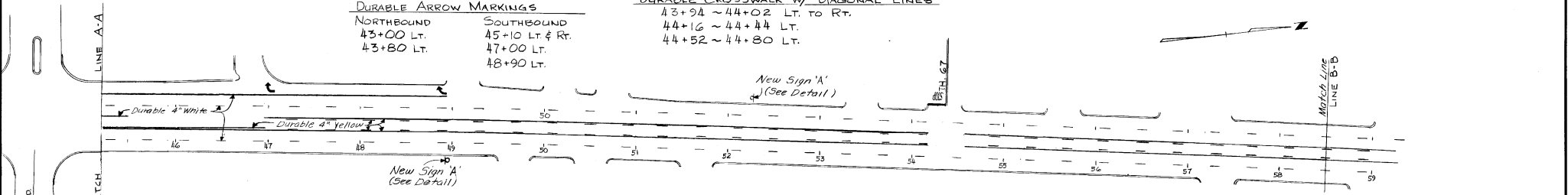
NORTHBOUND	SOUTHBOUND
36+00 RT. @ JUGHANDLE	44+35 LT.
43+90 RT. TO LT.	45+00 RT. TO LT.
44+60 RT. @ T.H. 36	54+30 LT. @ T.H. 67
60+10 RT. @ T.H. 5	

**DURABLE ARROW MARKINGS**

NORTHBOUND	SOUTHBOUND
43+00 LT.	45+10 LT. & RT.
43+80 LT.	47+00 LT.
	48+90 LT.

**DURABLE CROSSWALK w/ DIAGONAL LINES**

43+94 ~ 44+02 LT. TO RT.
44+16 ~ 44+44 LT.
44+52 ~ 44+80 LT.



**DURABLE 6" REFLECTORIZED WHITE LINES**

NORTHBOUND	33+20 ~ 34+55, 12' RT.
	33+65, 12' RT. ~ 34+55, 35' RT.
TRANSVERSE	33+70 ~ 34+55 RT. (SEE DETAIL SHEET 13 OF 33 FOR LINE SPACING)

**DURABLE 6" REFLECTORIZED YELLOW LINES**

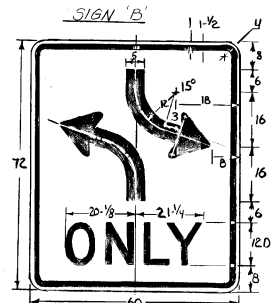
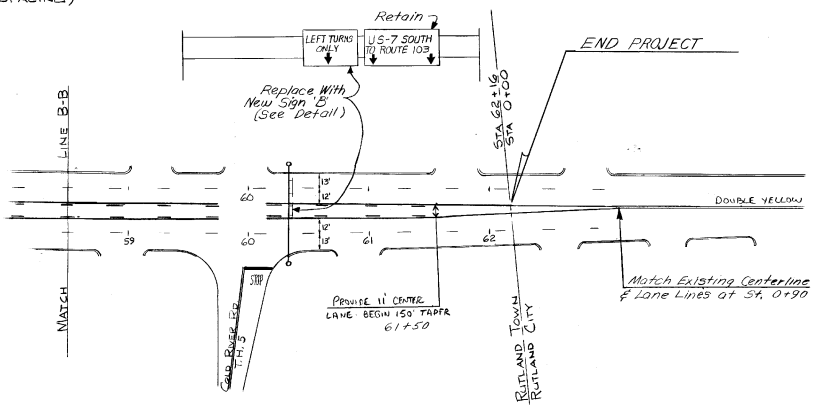
TRANSVERSE S.B. 35+00 ~ 35+80 RT. (12" WIDE)

TRANSVERSE N.B. 36+35 ~ 37+85 LT. (12" WIDE)

(12" WIDE PAID AT 1/2 TIMES THE 2" QUANTITY - SEE DETAIL SHEET 13 OF 33).

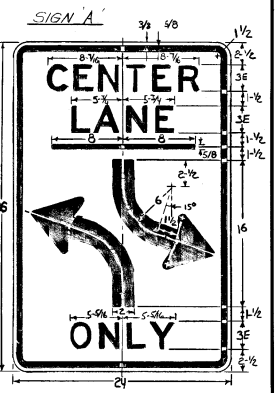
**DURABLE 4" REFLECTORIZED YELLOW LINES**

NORTHBOUND	SOUTHBOUND
(DBL) 36+35 ~ 37+85 LT.	(DBL) 36+35 ~ 37+85 RT.
(D) 37+85 ~ 41+40 LT.	(D) 37+85 ~ 41+40 RT.
(DBL) 45+02 ~ 46+97 LT.	(DBL) 41+40 ~ 43+90 RT.
46+97 ~ 54+17 LT.	46+97 ~ 54+17 RT.
(D) 46+97 ~ 54+17 LT.	(D) 46+97 ~ 54+17 RT.
(D) 54+57 ~ 59+75 LT.	(D) 54+57 ~ 59+75 RT.
(D) 54+57 ~ 59+75 LT.	(D) 54+57 ~ 59+75 RT.
(D) 60+15 ~ 61+50 LT.	(D) 60+15 ~ 61+50 RT.
(D) 60+15 ~ 61+50 LT.	(D) 60+15 ~ 61+50 RT.
RT. TOWN ~ RT. CITY	RT. TOWN ~ RT. CITY
61+50 ~ 0+90 LT.	61+50 ~ 0+90 RT.



See STD Sheet E-14 for sign base material specifications, STD SMT. E-15 for other Specs.

Colors  
Legend - Black (non-refl)  
Background - White (refl - High intensity)



**DATUM**

VERTICAL	
HORIZONTAL	

0 25 50 100  
SCALE 1" = 50'

SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY P.M. PELKEY DATE 2-9-84  
 TRACED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 WALLINGFORD-CLARENDON-RUTLAND  
 PAVEMENT MARKING DETAILS  
 PROJ. F NO. 019-2 (16)  
 SHEET 13D OF 33

**NOTES:**

When working at or near the exit or entrance ramps, Uniformed Traffic Officers shall be used to assist in controlling traffic. Lane closure signs shall be installed on entrance ramps.

Exit ramps shall have traffic lanes delineated with 28" cones to indicate desired vehicle path. Taper lengths shall be at least 300 feet. Cone spacing shall be 40 feet. Cones shall be weighted at the base to prevent overturning and kept clean. Signs H-1 and H-3 will be in conformity with Standard E-2. All others will be moveable and will be removed during non-working hours.

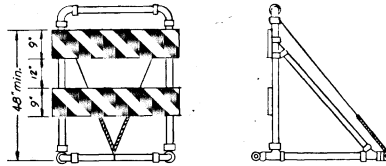
\* During periods of poor visibility, steady burn yellow lights mounted on Type III Barricades (Mod.) will be used in place of cones.  
All signs will be placed before any work is begun or equipment put on roadway.

Contractor shall have barricades and signs for left side closure and right side closure on project before starting construction. Work crews' private vehicles will not be parked in or around working area. Contractor will provide parking for work crews' vehicles off project.

Uniformed Traffic Officers will park their vehicles on the shoulder away from traffic.

Existing speed limit signs in reduced speed area will be covered during construction.

Channelizing devices other than cones or type III barricades (mod.) will be allowed as long as they conform to the MUTCD and are approved for use by the Resident Engineer.



TYPE III (Breakaway) BARRICADE MODIFIED  
SEE STANDARD E-7A FOR DETAILS

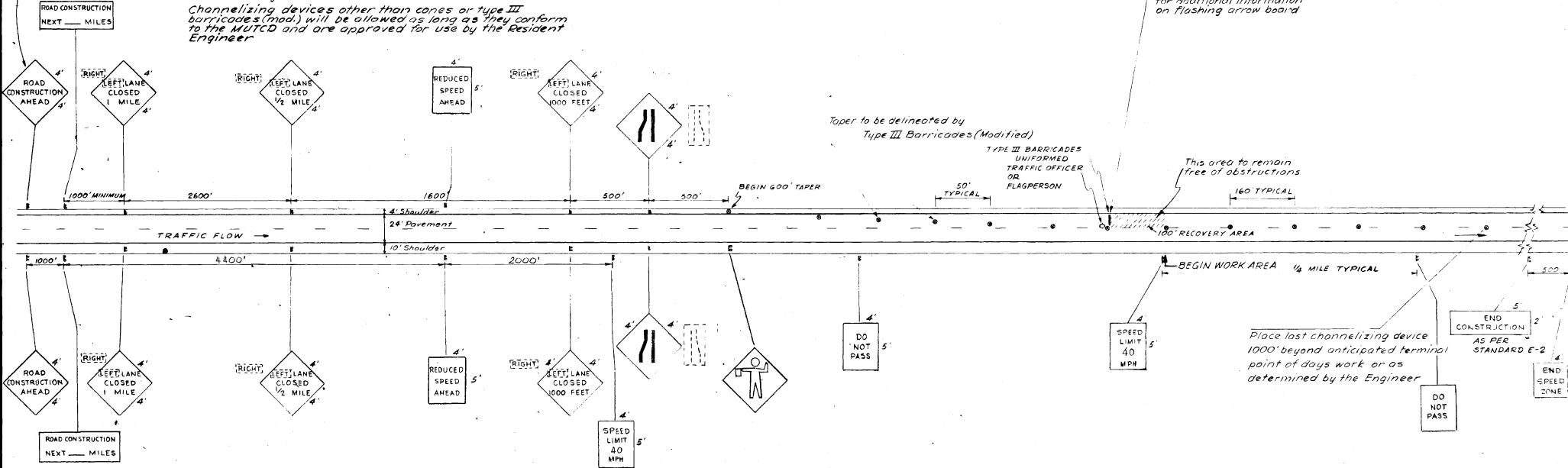
\* In lieu of steady burn lights yellow delineators, 5x10w reflective sheeting (high intensity) may be used. Delineators shall be placed on the top right corner of each barricade and aligned for maximum visibility.

Flashing Arrow Board (98"x96" minimum size)  
To be placed at end of 600' taper. The flashing arrow shall be mounted on a breakaway or yielding system.

See Special Provisions for additional information on flashing arrow board

SIGN H-1  
SEE STANDARD SHEET E-2

SIGN H-3  
SEE STANDARD SHEET E-2



Taper to be delineated by Type III Barricades (Modified)

TYPE III BARRICADES  
UNIFORMED TRAFFIC OFFICER  
OR FLAGPERSON

This area to remain free of obstructions

BEGIN WORK AREA 1/4 MILE TYPICAL

Place last channelizing device 1000' beyond anticipated terminal point of days work or as determined by the Engineer

"SPEED LIMIT 40" to be installed at 1/2 mile increments for entire work area. "DO NOT PASS" signs will be erected immediately in advance of, and throughout, the length of the work area, halfway between adjacent speed limit signs.

Refer to Project Special Provisions for speed zone enactment. Refer to Uniform Traffic Control Devices Manual for tapers not in the speed zone area.

The "SPEED LIMIT 40", "DO NOT PASS" and "END SPEED ZONE" signs shall be located to the left hand side of the road when work is being done on the right-hand lane.

The "SPEED LIMIT 40" and other related signs shall be removed or covered when work is not in progress.

NOT TO SCALE

DATUM  
VERTICAL \_\_\_\_\_  
HORIZONTAL \_\_\_\_\_

MAINLINE  
TRAFFIC CONTROL PLAN


SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
DRAWN BY SHM DATE 2/1/89  
TRACED BY \_\_\_\_\_ DATE \_\_\_\_\_  
WALLINGFORD-CLARENDON-RUTLAND  
PROJ. F NO. 019-2(16)  
SHEET 14 OF 33

# SECTION 641 TRAFFIC SIGNS SUMMARY SHEET

MAINLINE PAVING

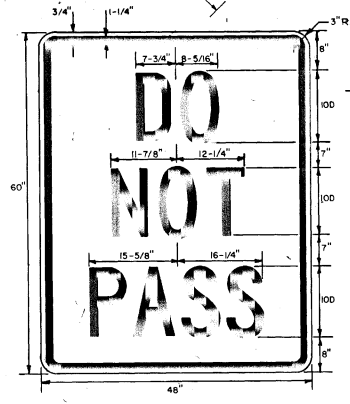
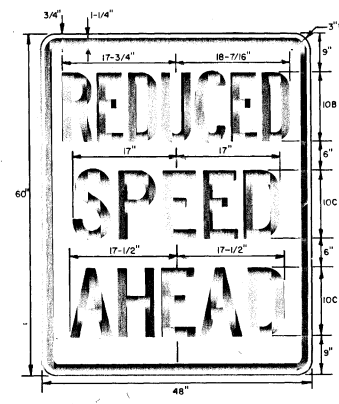
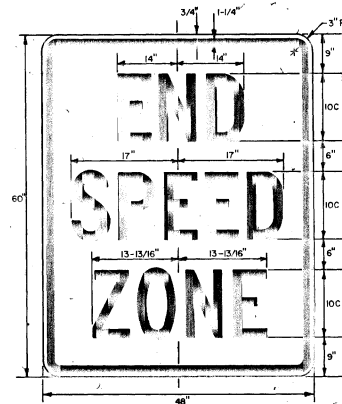
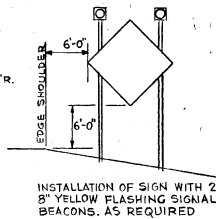
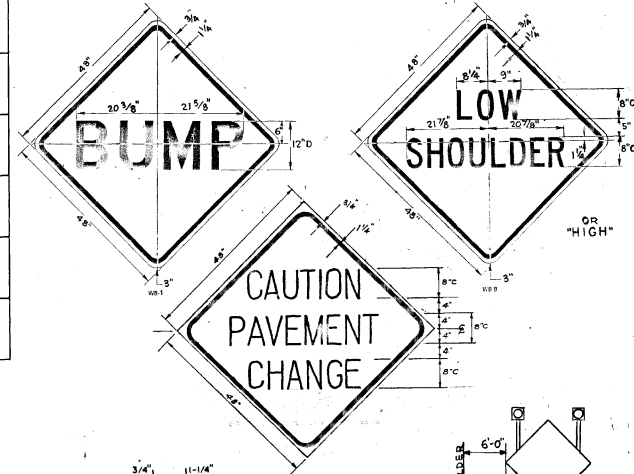
RAMP PAVING

IDENTIFICATION	NUMBER OF SIGNS	SIZE		TEXT	FOR SIGN DETAIL, SEE STANDARD OR SHEET NUMBER
		WIDTH	HEIGHT		
	2	4	4	LEFT LANE CLOSED 1 MILE	E-8
	6 <i>OR AS REQUIRED</i>	18"	8"	RIGHT	E-8
	2	4	4	LEFT LANE CLOSED 1/2 MILE	E-8
	2	4	5	REDUCED SPEED AHEAD	
	2 <i>OR AS REQUIRED</i>	4	4	LEFT LANE CLOSED 1000 FEET	E-8
	2	4	4		E-8
	2	4	4		E-8
	AS REQUIRED	4	5	DO NOT PASS	
	AS REQUIRED	4	5	SPEED LIMIT 40	E-16
	1	4	5	END SPEED ZONE	
	AS REQUIRED	4	4	CAUTION PAVEMENT CHANGE	SEE E-6 FOR MATERIALS, ETC.
	AS REQUIRED	4	4	BUMP	SEE E-6 FOR MATERIALS, ETC.
	2	4	4	ROAD CONSTRUCTION AHEAD	E-2
	2	5	3	ROAD CONSTRUCTION NEXT ---- MILES	E-2
	1	4	4		E-6
	AS REQUIRED	4	4	HIGH OR LOW SHOULDER	" " " " "

IDENTIFICATION	NUMBER OF SIGNS	SIZE		TEXT	FOR SIGN DETAIL, SEE STANDARD OR SHEET NUMBER
		WIDTH	HEIGHT		
	AS REQUIRED	4	4	LEFT LANE CLOSED AHEAD	E-8
	AS REQUIRED	18"	8"	RIGHT	E-8
	AS REQUIRED	4	4		E-6

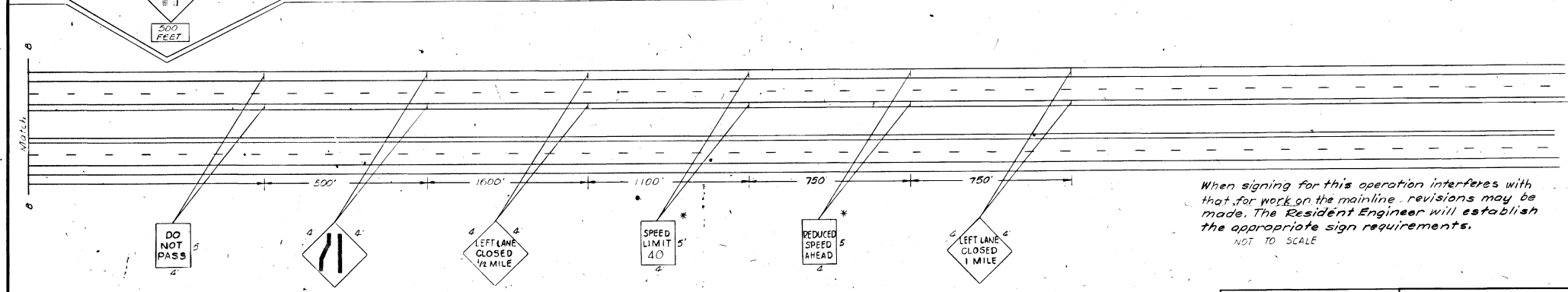
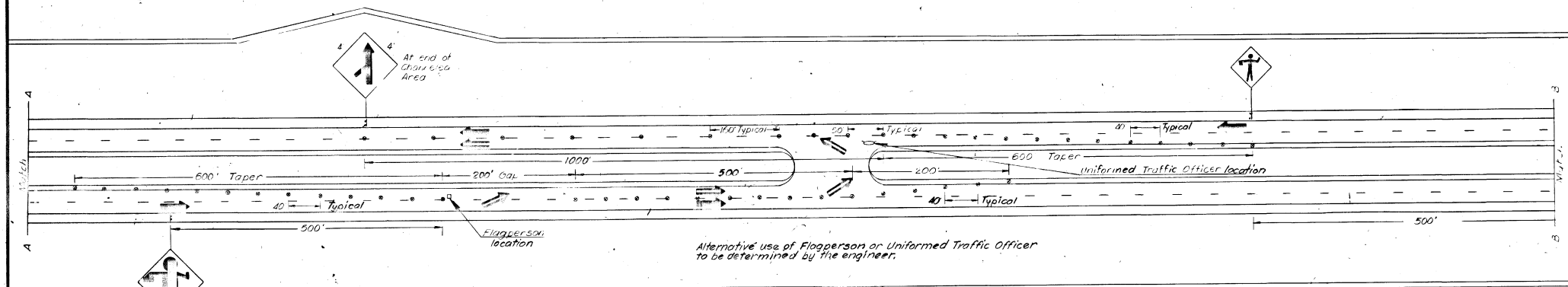
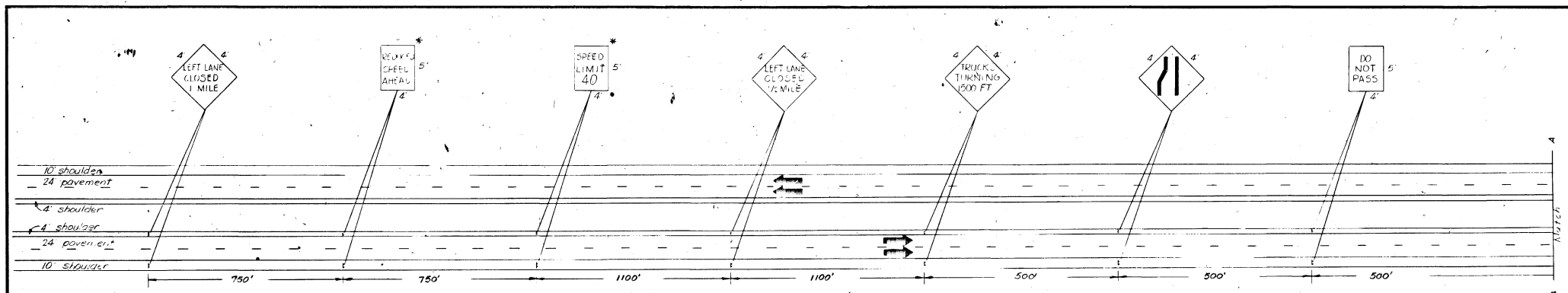
SIGN NOTES: TRAFFIC SIGNS SHOWN ON THIS SHEET ARE TO BE SUBSIDIARY TO ITEM 641, TRAFFIC CONTROL. ADDITIONAL SIGNS, IF REQUIRED, THAT ARE NOT DETAILED WILL BE PAID AS ITEM 675.20 OR 675.25 AS DIRECTED BY THE ENGINEER.  
PROJECT SIGNS AS PER STANDARD E-2 AND E-6 WILL BE REQUIRED TO ESTABLISH PROJECT LIMITS AND AS RAMP SIGNING.  
SIGNS MAY BE ERECTED ON FLANGED CHANNEL STEEL POSTS\* OR BREAKAWAY WOODEN POSTS.

\* SIZE = 3 LBS/FT - MAXIMUM



COLORS: LEGEND - BLACK (NON-REFLECTORIZED) BACKGROUND - WHITE (REFLECTORIZED) (SEE STANDARD SHEET E-16 FOR MATERIAL SPECIFICATIONS)

SECTION 641	SURVEYED BY _____ DATE _____
TRAFFIC SIGN	DRAWN BY RPR DATE 2-82
SUMMARY SHEET	TRACED BY LCG DATE 6-82
MAINLINE TRAFFIC CONTROL PLAN	WALLINGFORD-CLARENDON-RUTLAND
	PROJ. F NO 019-2(16)
	SHEET 15 OF 33



When signing for this operation interferes with that for work on the mainline, revisions may be made. The Resident Engineer will establish the appropriate sign requirements.  
NOT TO SCALE

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

\* Speed Limit Reductions must be approved by the STATE TRAFFIC COMMITTEE prior to sign erection. Requests shall be made prior to the Pre-Construction Conference.

LEGEND  
 Through Traffic  
 Construction Vehicles  
 Channelizing Device  
 NOT TO SCALE

TRAFFIC CONTROL TYPICAL FOR CONSTRUCTION VEHICLE TURNING		SURVEYED BY	DATE
		WQM	2/82
		TRACED BY	DATE
		WALLINGFORD-CLARENDON-RUTLAND	
		PROJ. FO19-206	
With Legal Speed Limit 40 MPH		SHEET 16	of 33



VERMONT AGENCY OF  
TRANSPORTATION

1954

Wallingford - Clarendon - Rutland

1954

Pavement Marking Details F-019-2(16)