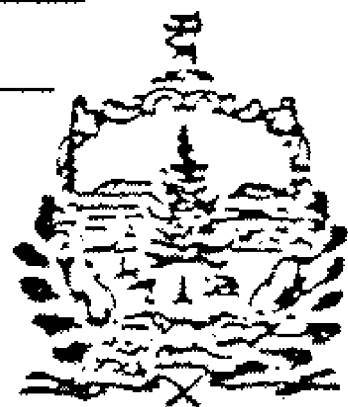


STATE OF VERMONT
 AGENCY OF TRANSPORTATION

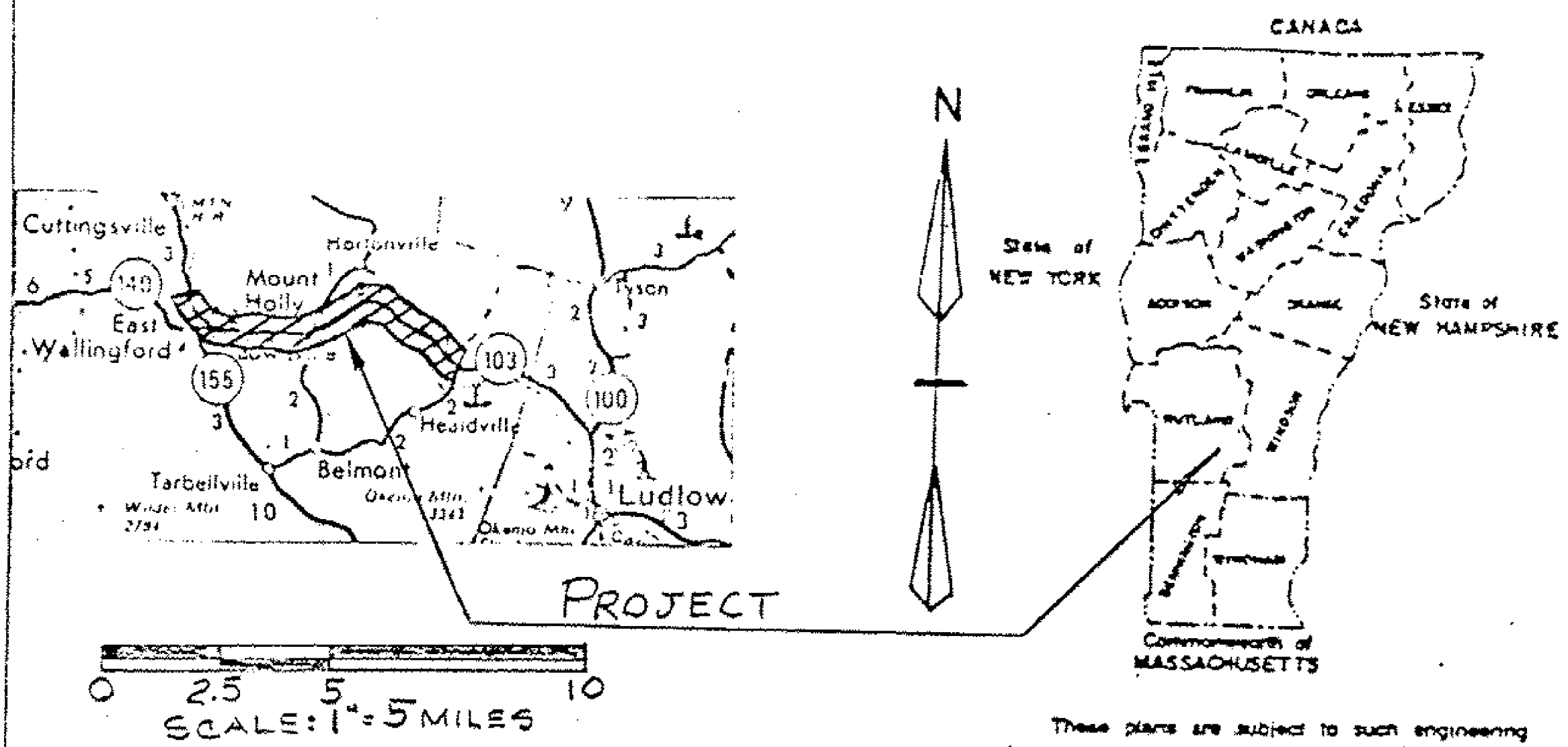
Dated JUN 19 1984
 Coakley Asphalt Paving
 Contractor
 Wilfred A. Laprade
 Signature
 President
 Title



CONTRACT PLANS
 THESE PLANS DO NOT REFLECT
 CHANGES MADE ON THE PROJECT.

PROPOSED IMPROVEMENT
 RESURFACING PROJECT

Transportation Secretary's Signature
 TOWN OF: MOUNT HOLLY - WALLINGFORD
 COUNTY OF: RUTLAND
 ROUTE NO: VT. 103
 ROUTE CLASS: FAP



PROJECT PROCESSED UNDER
 SECONDARY ROAD PLAN

- INDEX OF SHEETS
1. Title Sheet
 2. Project Description and Location
 3. Typical Sections and Design Data
 4. Project Lengths and Item Quantities
 5. Standard Sheet E-4 (3-4-81 R)
 6. Standard Sheet E-6 (4-1-80 R)
 7. Standard Sheet E-8 (6-15-83 R)
 8. Standard Sheet E-24-A (1-8-81 R)
 9. Standard Sheet E-29 (8-25-81 R)
 10. W 10-2 Sign Detail Sheet
 - 11-13. Centerline Details

These plans are subject to such engineering changes as may be required by the Federal Highway Administration or the Director of Engineering and Construction.

Construction is to be carried on in accordance with these plans and the Standard Specifications for Highway and Bridge Construction dated March, 1976, as approved by the Federal Highway Administration on October 27, 1976 for use on this project, including all subsequent revisions and such revised specifications and special provisions as are incorporated in these plans.

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD

APPROVED S. J. Quinn DATE FEB 23 1984
 DIRECTOR OF ENGINEERING AND CONSTRUCTION

DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____ DATE _____
 DIVISION ADMINISTRATOR

PROJECT NO. F025-1(25)S

SHEET 1 OF 13 SHEETS

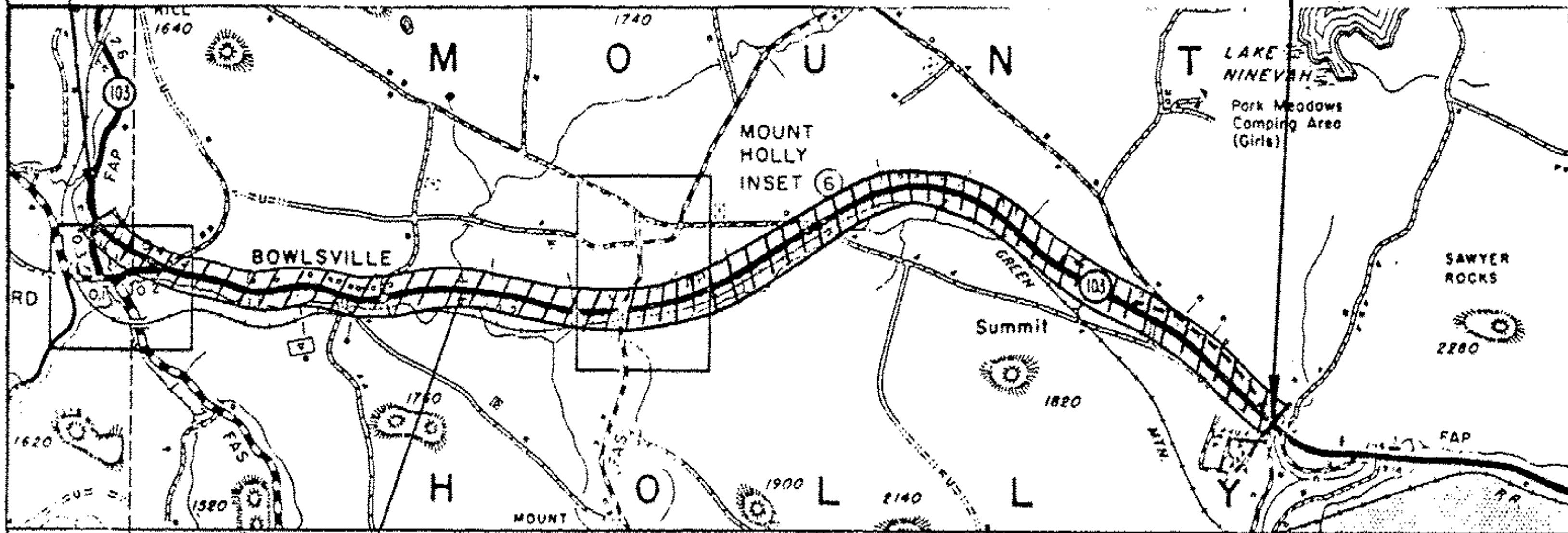
PROJECT DESCRIPTION AND LOCATION

END PROJECT

WALLINGFORD
MM 0.450

BEGIN PROJECT

Mt. Holly MM 1.626



1977

BRIDGE No. 42 @ MM 6.026
Do NOT PAVE

TRAFFIC DATA
1982 ADT = 3260
V = 50 MPH

WALLINGFORD MM 0.00
Mt. Holly MM 7.683

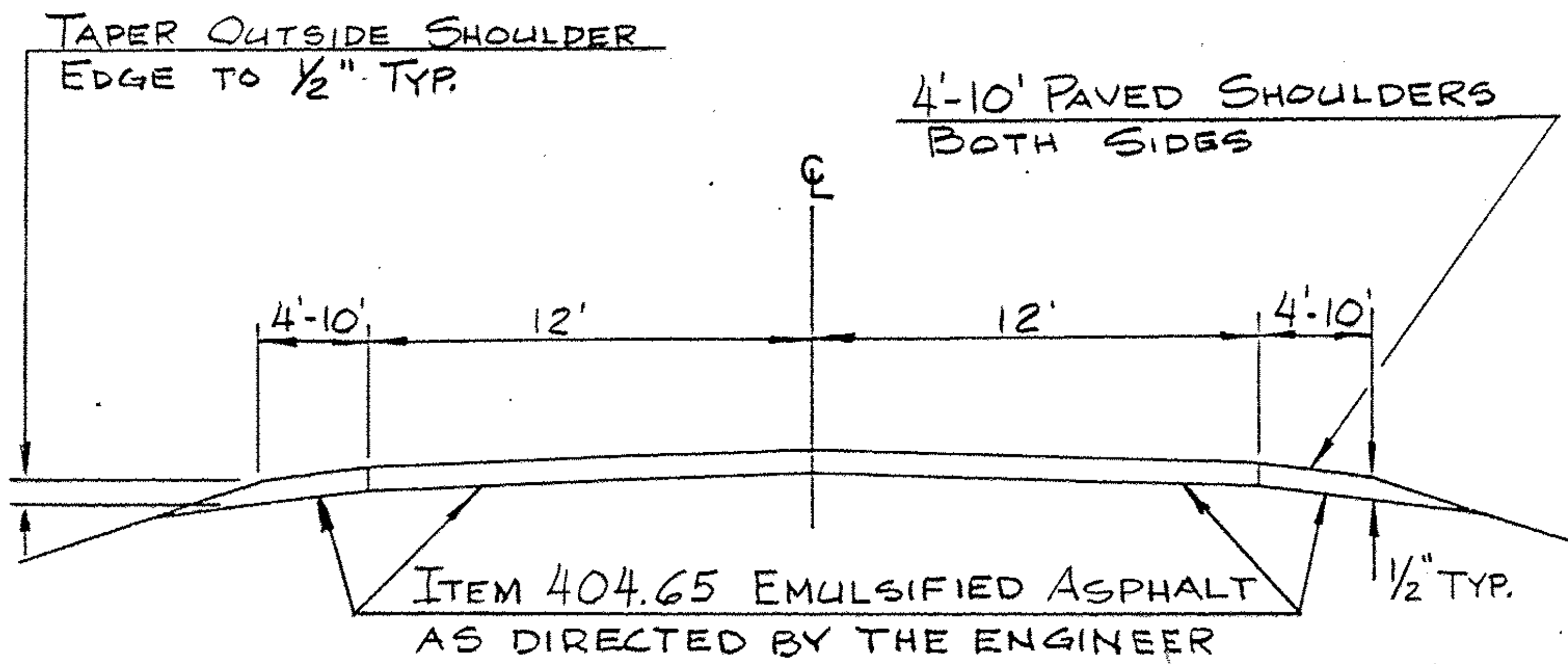
Mt. Holly
LUDLOW

BEGINNING ON VT. 103 IN THE TOWN OF MOUNT HOLLY, 1.626 MILES WESTERLY OF THE MT. HOLLY - LUDLOW TOWN LINE, THENCE CONTINUING WESTERLY ALONG VT. 103 6.51 MILES TO WALLINGFORD MM 0.450.

LENGTH OF PROJECT: 34357 FT.
6.507 mi.

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 LEVELING COURSE, TYPE III OR IV (24' WIDE @ 164 $\frac{\text{TON}}{\text{MI.}}$)
 AS DIRECTED BY THE ENGINEER
 - 1" WEARING COURSE, TYPE III



MOUNT HOLLY

MM 1.626 - MM 1.805 @ 24' WIDE WITH 10' PAVED SHOULDERS
 MM 2.565 - MM 5.105 @ 24' WIDE WITH 10' PAVED SHOULDERS
 MM 5.105 - MM 6.105 @ 24' WIDE WITH 8' PAVED SHOULDERS
 MM 6.425 - MM 7.683 $\frac{1}{2}$ @ 24' WIDE WITH 4' PAVED SHOULDERS

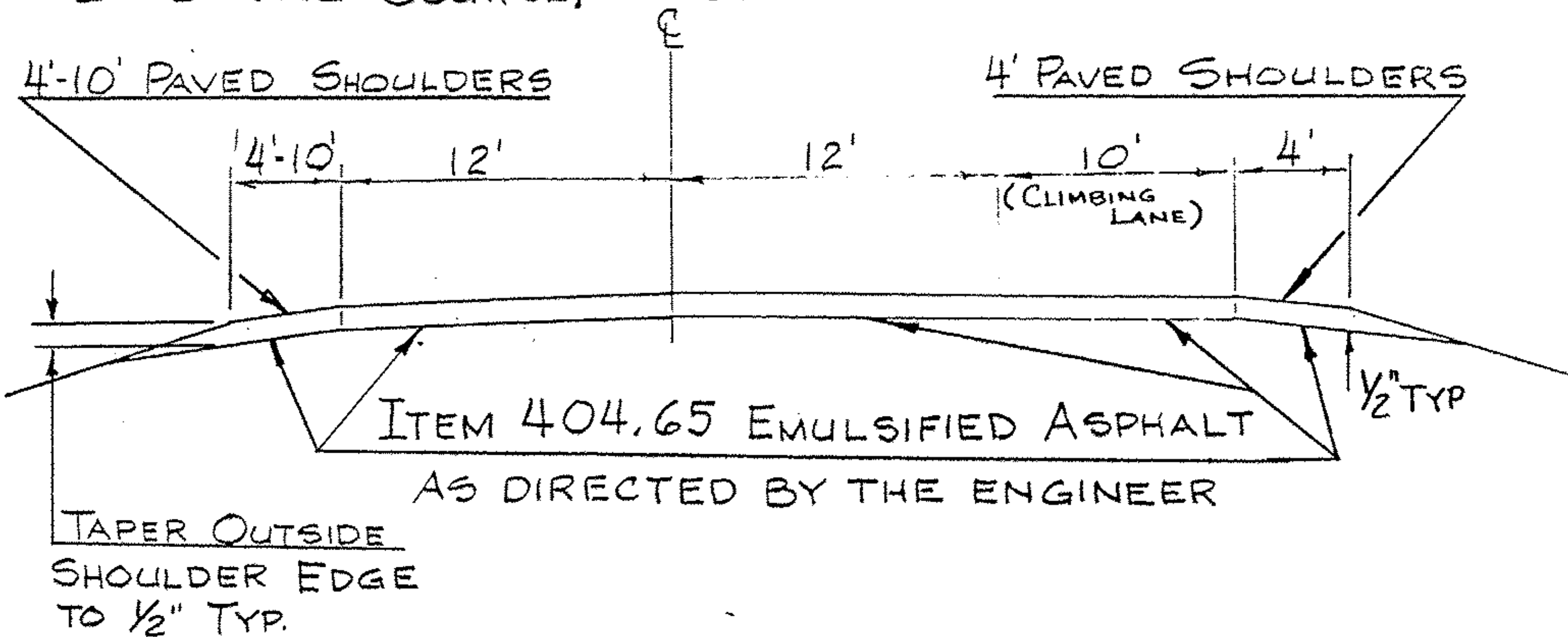
WALLINGFORD

MM 0.00 - MM 0.450 @ 24' WIDE WITH 4' PAVED SHOULDERS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT

- LEVELING COURSE, TYPE III OR IV (34' WIDE @ 232 TON/MI.)
AS DIRECTED BY THE ENGINEER.
- 1" WEARING COURSE, TYPE III



MOUNT HOLLY - CLIMBING LANE

MM 1.805 - MM 2.565 @ 34' WIDE WITH A 10' AND A

4' PAVED SHOULDER

MM 6.105 - MM 6.425 @ 34' WIDE WITH 4' PAVED

SHOULDERS

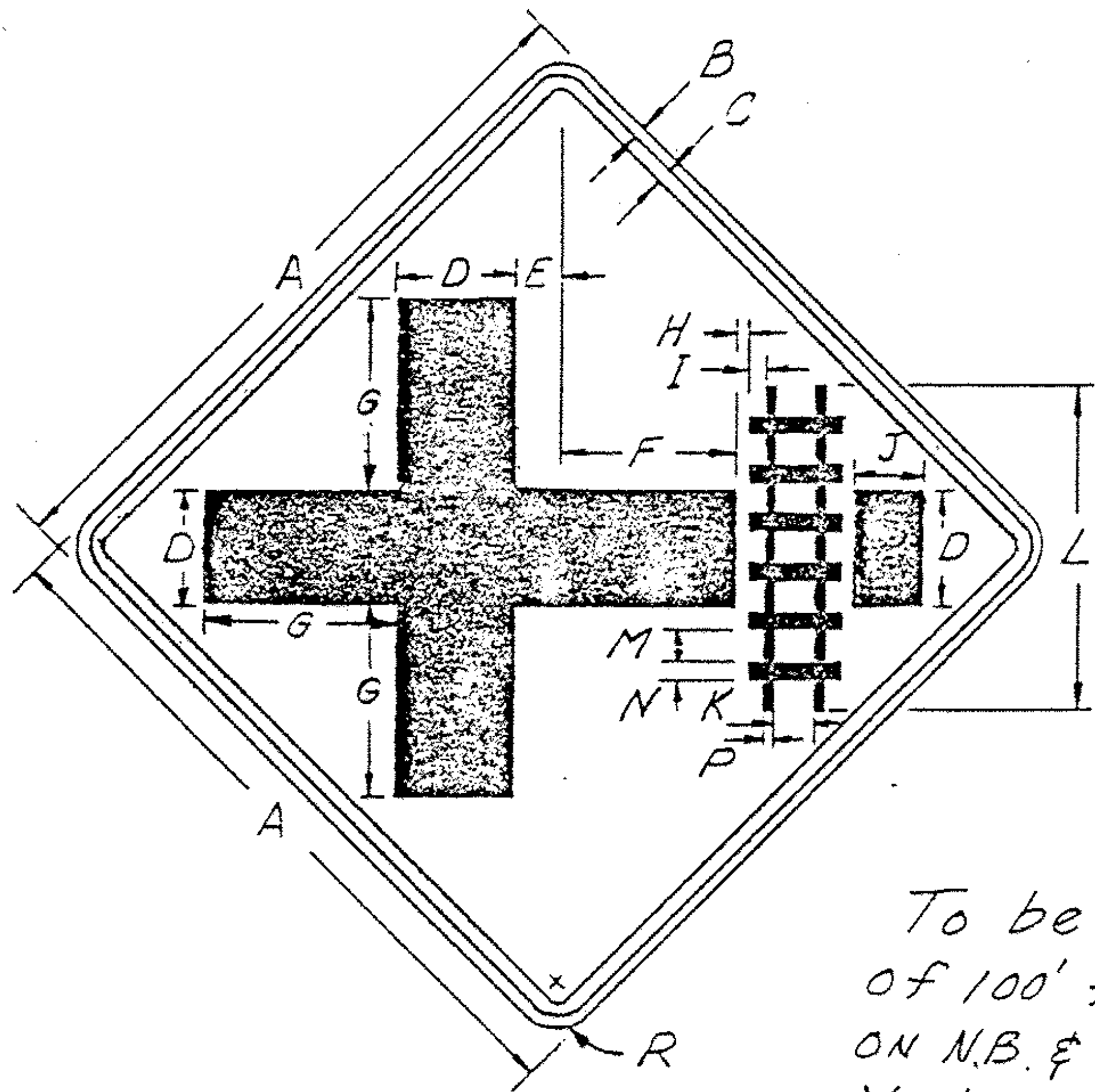
PROJECT LENGTHS AND ITEM QUANTITIES

ITEM NUMBER	UNIT	FEET	FT	INCH	S. Y.	CY	TON	CWT	TON	EA	HR	HC	HR	HF	IS	LF	REMARKS
MM 1.626-MM1.805	MM 1.626-MM1.805	945	24'	1"				6	140								646.36 646.35 635.10 630.10 603.25 604.40 406.25 404.65 402.11 402.10
MM 1.805-MM 2.565	MM 1.805-MM 2.565	4013	34'	1"				5	117								646.36 646.35 635.10 630.10 603.25 604.40 406.25 404.65 402.11 402.10
MM 2.565-MM 5.105	MM 2.565-MM 5.105	13411	24'	1"				38	842								646.36 646.35 635.10 630.10 603.25 604.40 406.25 404.65 402.11 402.10
MM 5.105-MM 6.105	MM 5.105-MM 6.105	5280	10'	1"				16	347								646.36 646.35 635.10 630.10 603.25 604.40 406.25 404.65 402.11 402.10
Sub-Total	Sub-Total	23649						75	1655								646.36 646.35 635.10 630.10 603.25 604.40 406.25 404.65 402.11 402.10
									417								646.36 646.35 635.10 630.10 603.25 604.40 406.25 404.65 402.11 402.10
									782								646.36 646.35 635.10 630.10 603.25 604.40 406.25 404.65 402.11 402.10
									521								646.36 646.35 635.10 630.10 603.25 604.40 406.25 404.65 402.11 402.10
									164								646.36 646.35 635.10 630.10 603.25 604.40 406.25 404.65 402.11 402.10
									7176								646.36 646.35 635.10 630.10 603.25 604.40 406.25 404.65 402.11 402.10

Sub-Total 23649

PROJECT MT. HOLLY - WALLINGFORD NUMBER E025-(25)S SHEET 4 OF 13

402.10 OVERLAY DEPTH
 404.65 GRAVEL SHOULDERS
 406.25 GRAVEL SHOULDERS
 603.25 ESTIMATED ASPHALT
 604.40 ESTIMATED ASPHALT
 630.10 GRAVEL BLANK OF CR. DL. OR MI. PAVEMENT
 635.10 ALL PURPOSE EXC. RENTALS, TYPE I
 646.35 FACTORY PERSONS
 646.36 TEMPORARY PAVEMENT MARKING - 1/2" DIA. TEMPORARY PAVEMENT MARKING - 1/2" DIA.



To be placed MIN.
of 100' from intersection
ON N.B. & S.B. Lanes. ON
Vt. 103

W10-2

NOTE: SIGN TO BE PLACED ON BOTH SIDES OF
INTERSECTION OF VT. 103 AND S.A. 1-MT. HOLLY MM 5.27

Dimensions (inches)															
A	B	C	D	E	F	G	H	I	J	K	L	M	N	P	R
36	5/8	7/8	6	2 1/4	9	9 3/4	1/2	1	3 1/2	2	16 1/2	1 1/2	1	1/2	2 1/4

COLORS

Legend — Black (non-reflect.)
Background — Yellow (reflective)

MT. HOLLY-WALLINGFORD
FO25-1(25)S

TEMPORARY 4" REFLECTORIZED YELLOW LINE

MILE	MILE	LT	RT	QUANTITY LT.	QUANTITY E	QUANTITY RT.	TOTAL
MT. HOLLY							
1.626	1.82	SOLID	SOLID	1024		1024	2048
1.82	2.27	DASH	SOLID	594		2376	2970
2.27	2.68	SOLID	SOLID	2165		2165	4330
2.68	2.78	SOLID	DASH	528		132	660
2.78	2.80	DASH	DASH		26		26
2.80	2.90	DASH	SOLID	132		528	660
2.90	3.02	SOLID	SOLID	634		634	1268
3.02	3.20	SOLID	DASH	950		238	1188
3.20	3.35	DASH	DASH		198		198
3.35	3.46	DASH	SOLID	145		581	726
3.46	4.14	DASH	DASH		898		898
4.14	4.21	DASH	SOLID	92		370	462
4.21	4.24	SOLID	SOLID	158		158	316
4.24	4.33	SOLID	DASH	475		119	594
4.33	5.00	DASH	DASH		884		884
5.00	5.20	DASH	SOLID	264		1056	1320
5.20	5.78	SOLID	SOLID	3062		3062	6124
5.78	5.93	SOLID	DASH	792		198	990
5.93	6.08	DASH	DASH		198		198
6.08	6.10	DASH	SOLID	26		106	132
6.10	7.68374	SOLID	SOLID	8358		8358	16716
WALLINGFORD							
0.00	0.45	SOLID	SOLID	2376		2376	4752
				21775	2204	23481	47460
14 SIDE ROAD OPENINGS @ 40' EACH							
14 x 40 x 2 = 1120							
- 1120							
46340							
ASSUME 50% LOST DURING LEVELING							
46340 x .5 = 23170							
+ 23170							
SUB-TOTAL 69510							
ROUND 40							
TOTAL 69550							
SHEET 11A OF 13							

GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS
IN CONSTRUCTION ZONES ON FEDERAL-AID PROJECTS

- A. CENTERLINE AND GORE AREA MARKINGS SHALL BE APPLIED AT THE END OF EACH WORKING DAY. THE FOLLOWING LAYOUT REQUIREMENTS SHALL BE MET:

NO PASSING BARRIER

SOLID STRIPES.

DASHED LINE

10-FOOT SOLID LINE WITH 30-FOOT GAP.

SOLID LINE - (GORE AREAS TO INCLUDE CHANNELIZING LINE AND DASHED LINE)

PER STANDARD SHEET E-50.

EDGE LINES

WHERE SPECIFIED EDGE LINES ARE NOT REQUIRED UNTIL COMPLETION OF THE PROJECT. ON INTERSTATE PROJECTS, TEMPORARY EDGE LINES SHOULD BE APPLIED WHERE TRAFFIC VOLUMES AND SPEEDS ARE HIGH AND DELAY OF SEVERAL DAYS IS ANTICIPATED.

- B. TEMPORARY MARKINGS MAY CONSIST OF PAINT, TAPE OR RAISED PAVEMENT MARKERS (RPM'S). THE TAPE SHALL BE A RETRO-REFLECTIVE FILM ON A CONFORMABLE METALIC BACKING THAT CAN BE PAVED OVER. TAPE MAY BE USED ON THE FINAL SURFACE COURSE IF IT WILL NOT INTERFERE WITH THE FINAL MARKING APPLICATION. THE RPM'S SHALL HAVE A SELF-ADHESIVE BACKING EASILY REMOVED BEFORE PAVING AND SHALL CONFORM TO THE FOLLOWING LAYOUT PATTERN: TEMPORARY TAPE MARKINGS WILL BE OFFSET AND REMOVED WHEN PROJECT IS FINISHED AND FINAL CENTERLINE PAINTED.

NO PASSING BARRIER

NO RPM'S ALLOWED.

DASHED LINE

FOUR RETRO-REFLECTIVE RPM'S ON 3 1/2 FOOT CENTERS WITH A 30 FOOT GAP.

SOLID LINE - EDGE LINES

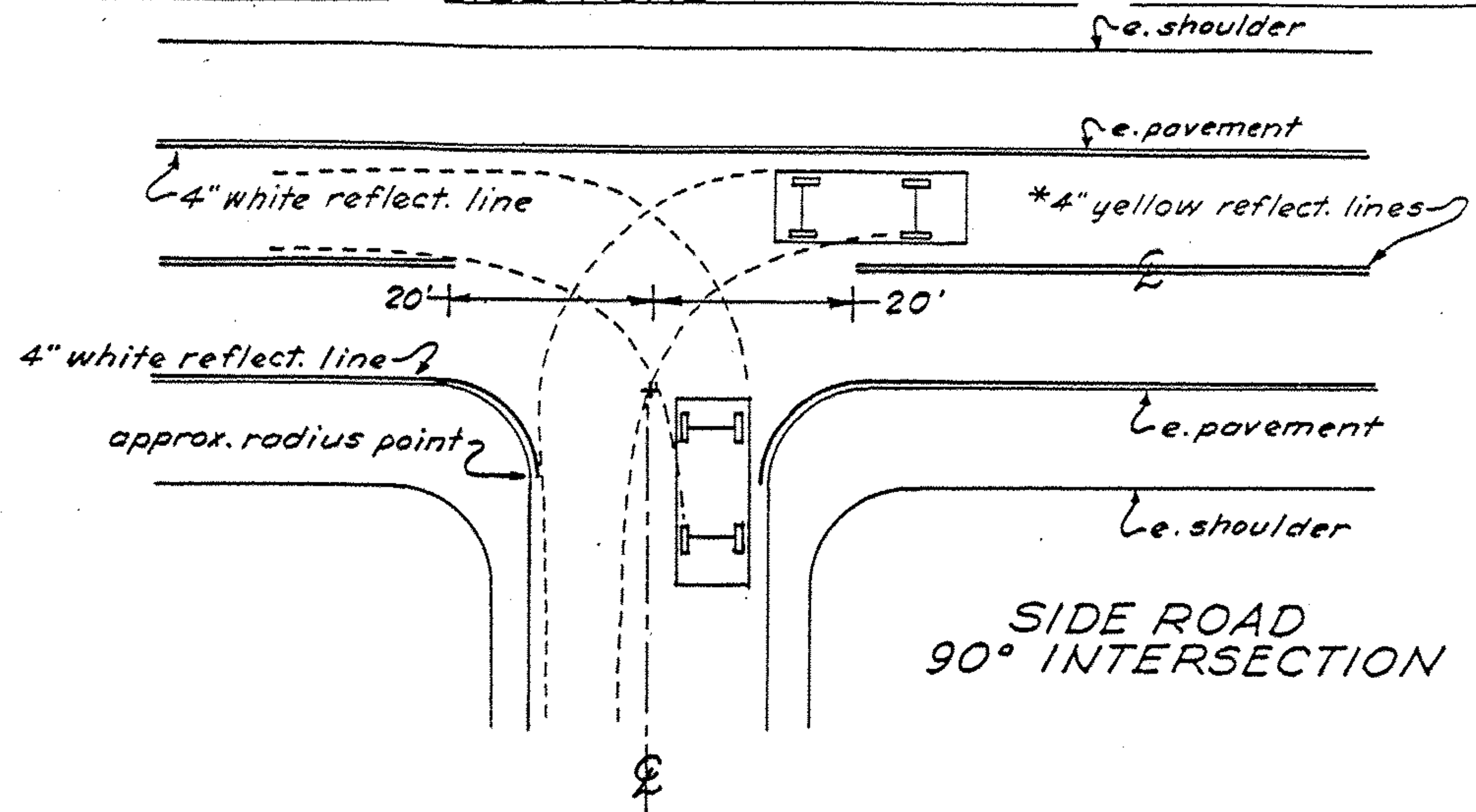
INTERSTATE MEDIAN SIDE-RETRO-REFLECTIVE RPM'S ON 4 TO 5 FOOT CENTER. DRIVERS RIGHT SIDE-RPM'S NOT ALLOWED.

- C. WHEN PAINT IS USED FOR TEMPORARY MARKING, AN ALTERNATE MATERIAL SUCH AS TAPE OR RPM'S SHALL BE ON HAND IN THE EVENT RAIN PREVENTS THE PAINT APPLICATION FROM BEING COMPLETED. ALL PAINT SHALL BE REFLECTORIZED.
- D. PAYMENT FOR PAINT AND TAPE SHALL BE COMPUTED ON A LINEAR FOOT BASIS AS IF PAINT WAS USED. PAYMENT FOR THE RPM'S SHALL BE COMPUTED AS IF AN EQUIVALENT PAINT LINE WAS USED. (FOR EXAMPLE, DASHED LINE PAID AS 10 FEET OF PAINT, SOLID LINE PAID AS THE TOTAL DISTANCE COVERED WITH THE MARKERS).
- E. PRIOR TO ACCEPTANCE, THE FINAL PAVEMENT MARKINGS SHALL BE COMPLETED FOR THE ENTIRE PROJECT BY THE CONTRACTOR AS DETAILED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER

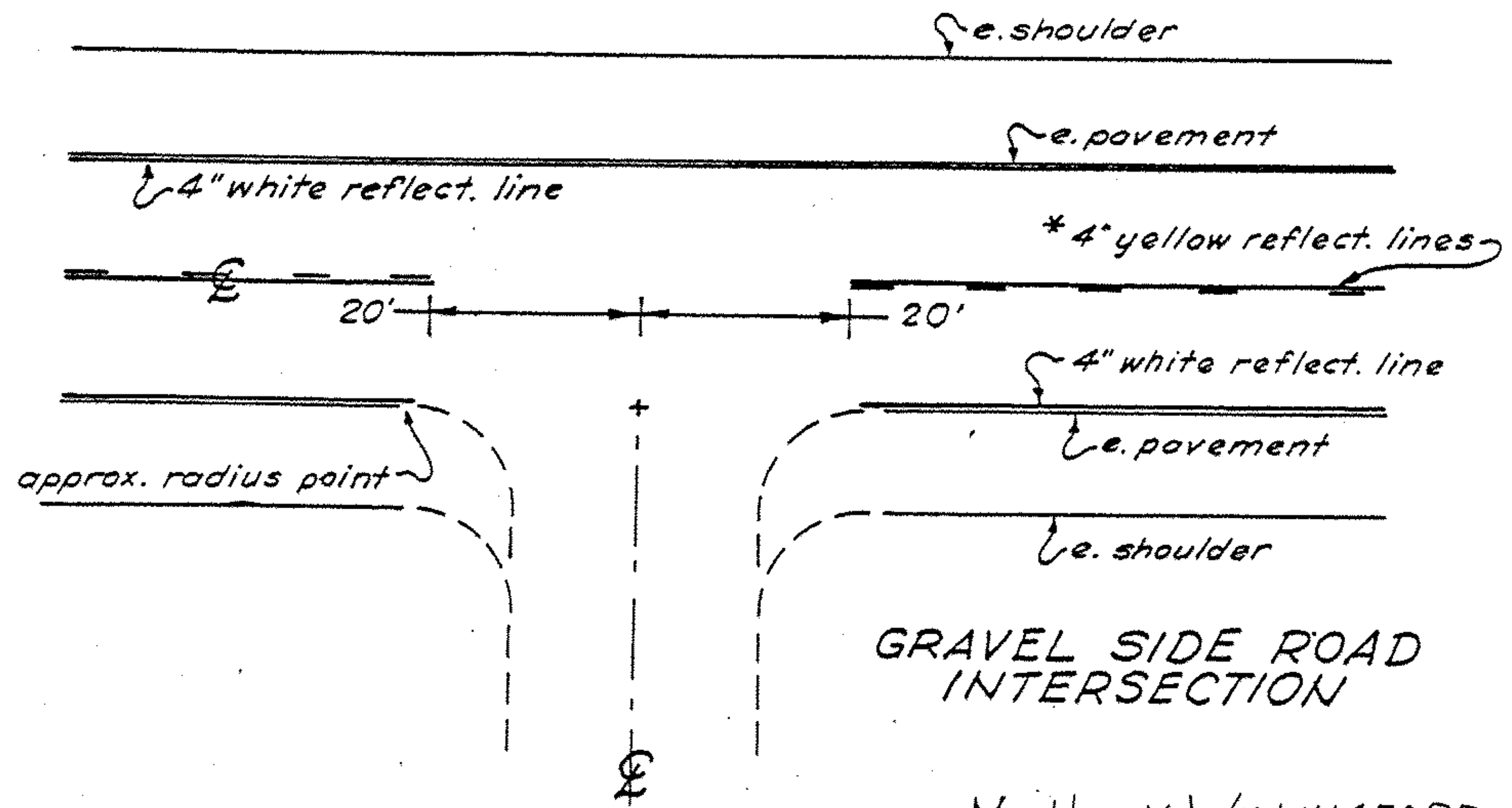
REVISED
12/22/83

MT. HOLLY - WALLINGFORD
No. FO25-1(25)S

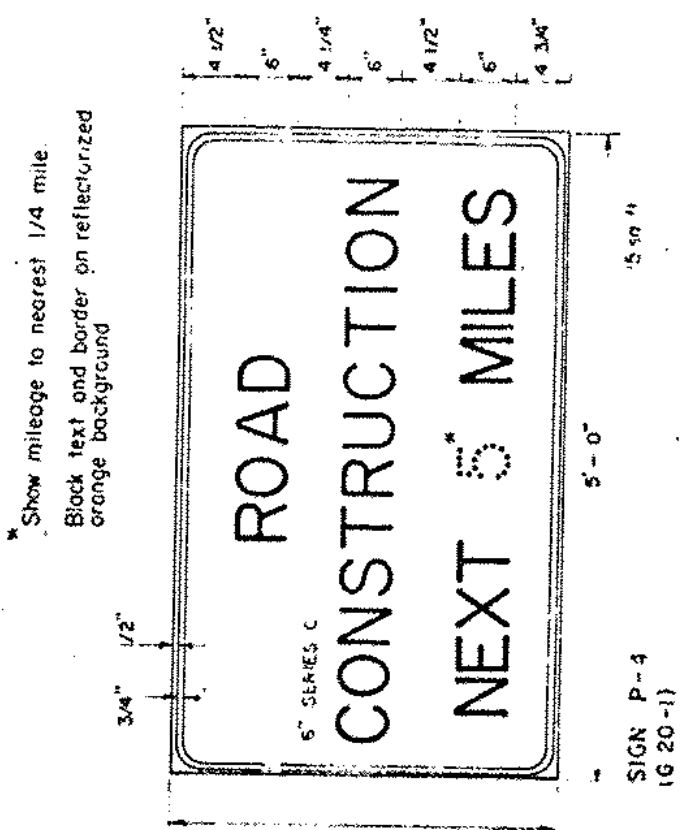
----- 12 -- 12



* Centerline treatment shall consist of a minimum of 400 feet of solid line in advance of the intersection and shall be paired with either a solid or dashed line depending on sight distance availability in the opposing lane.



SIGN P-4 IS TO BE USED WHEN PROJECT LENGTH EXCEEDS 2 MILES OR AS REQUESTED BY THE ENGINEER. THE TEXT MAY BE AS SHOWN OR MAY READ AS FOLLOWS: "CONSTRUCTION AREA NEXT ____ MILES."



SIGN P-4 (STD. 620-1)

NOTES:
Construction paving signs shall be located as detailed on this sheet or ordered by the Engineer. They shall appear at each end of the highway under construction, and on all intersecting public highways and the character of the roadways. The location near the beginning of the highway and the character of the roadway shall be determined by the Engineer in determining road locations.

DESIGN: The signs of the sign shall conform with the details shown on this sheet and with the standards prescribed in the Uniform Traffic Control Devices prepared by National Joint Committee on Uniform Traffic Control Devices.

MATERIALS: The signs shall be of metal, wood, plywood, hardboard or any other material satisfactory to the Engineer. No material will be approved that will deteriorate by exposure to the weather during the required life of the sign.

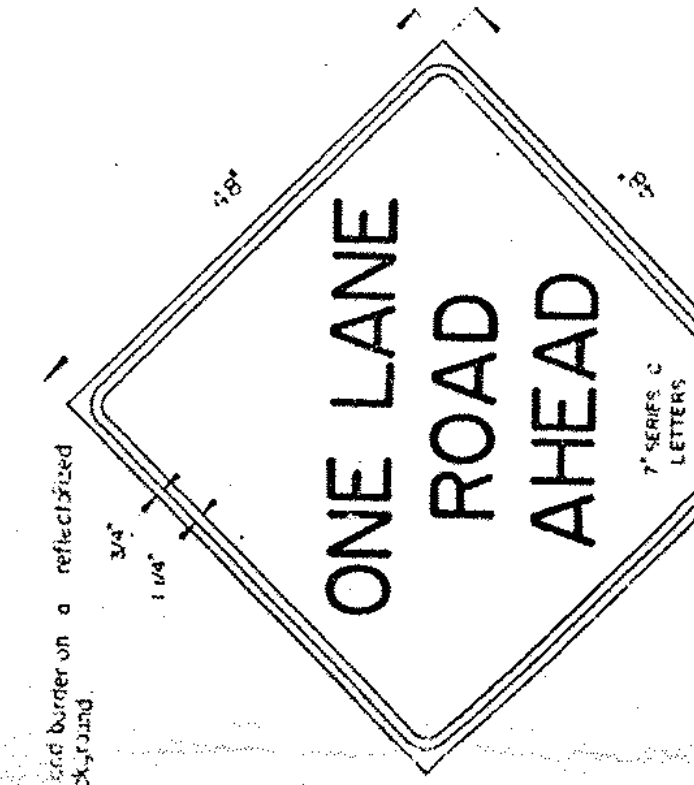
INSTALLATION: All reflectorized material shall consist of encapsulated lens reflective sheeting.

MAINTENANCE: The signs shall be maintained in a clean and legible condition satisfactory to the Engineer. They shall be completely visible to approaching traffic at all times. The signs shall be kept clean and level, and always present a neat appearance. Damaged, defaced or dirty signs shall be repaired, cleaned or replaced as ordered by the Engineer.

GENERAL: The cost of furnishing, erecting, maintaining and removing all construction signs shall be considered a separate item to be included in the project estimate. The bottom of a sign, unless otherwise noted, shall be at least 5 feet above road level, and the reflectorized material shall be at least 5 feet above road level, and the reflectorized material shall be at least 5 feet above road level, and the reflectorized material shall be at least 5 feet above road level.

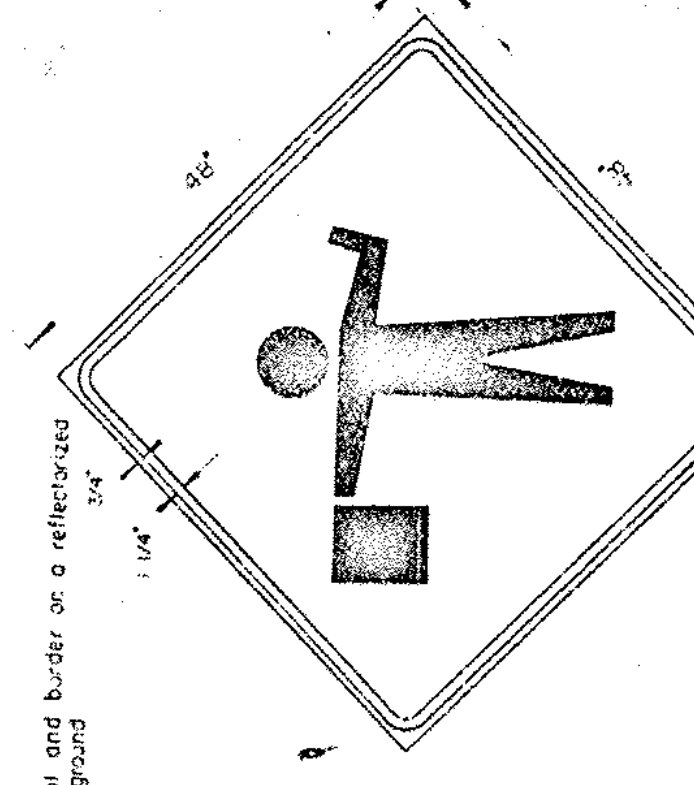
When project is closed down for temporary periods the signs shall be covered in a workmanlike manner.

Signs mounted on barricades or temporary supports shall be oriented such that the bottom of the sign is not less than one foot above the pavement elevation.



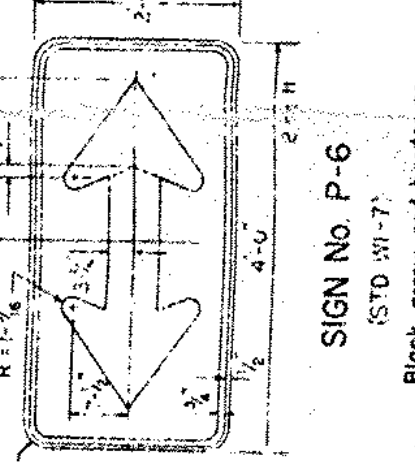
SIGN No. P-3 (STD. 620-4)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



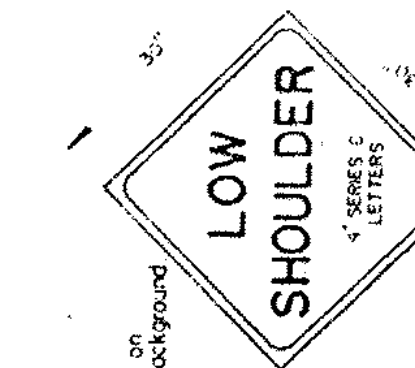
SIGN No. P-2 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



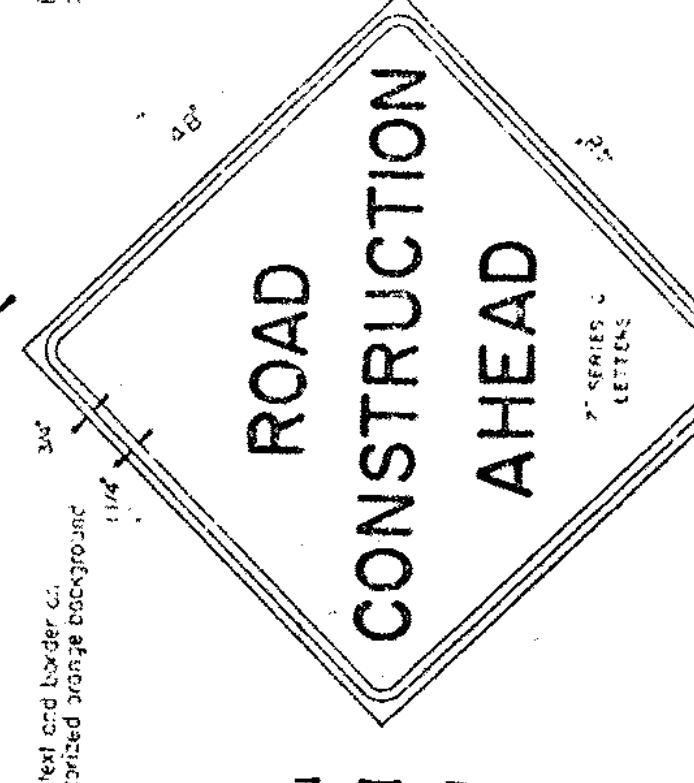
SIGN No. P-6 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



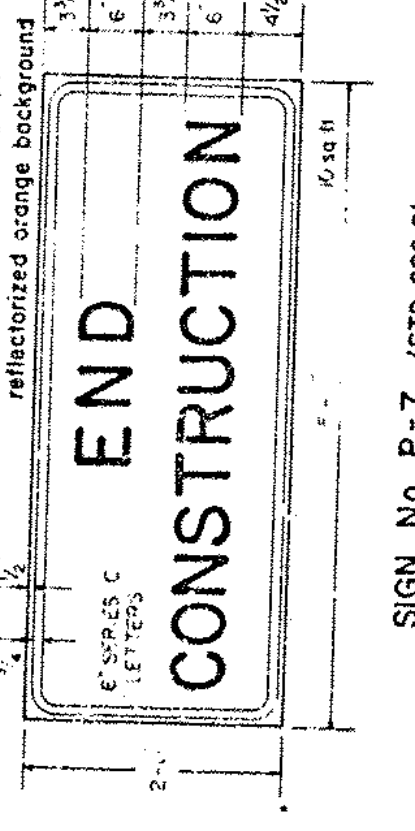
SIGN No. P-5 (STD. 620-5)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



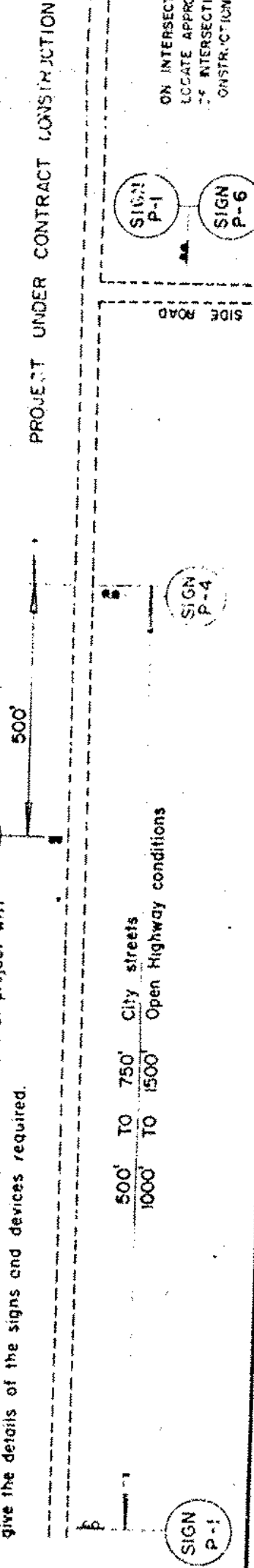
SIGN No. P-1 (STD. 620-1)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



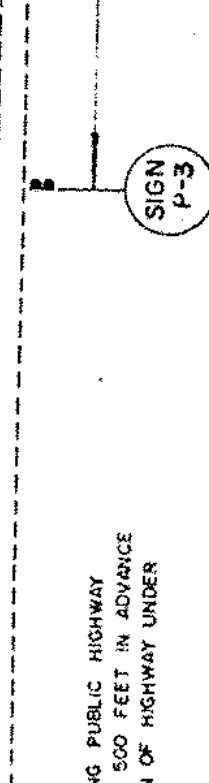
SIGN No. P-7 (STD. 620-2)

The signs shown on this sheet are intended for use in connection with contract paving projects on two-lane highways over which traffic will be maintained. When additional signs or other types of signing or control are necessary, the plans and/or special provisions for that project will give the details of the signs and devices required.



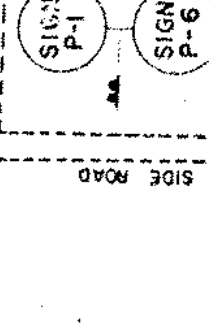
SIGN No. P-7 (STD. 620-2)

The signs shown on this sheet are intended for use in connection with contract paving projects on two-lane highways over which traffic will be maintained. When additional signs or other types of signing or control are necessary, the plans and/or special provisions for that project will give the details of the signs and devices required.



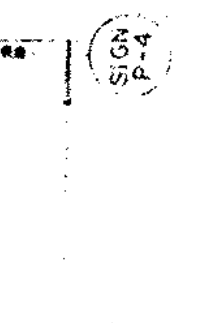
SIGN No. P-9 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



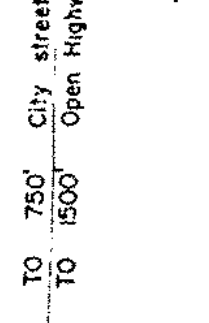
SIGN No. P-10 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



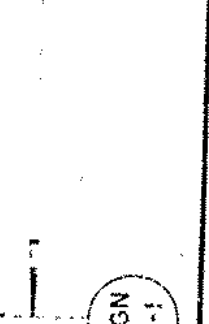
SIGN No. P-11 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



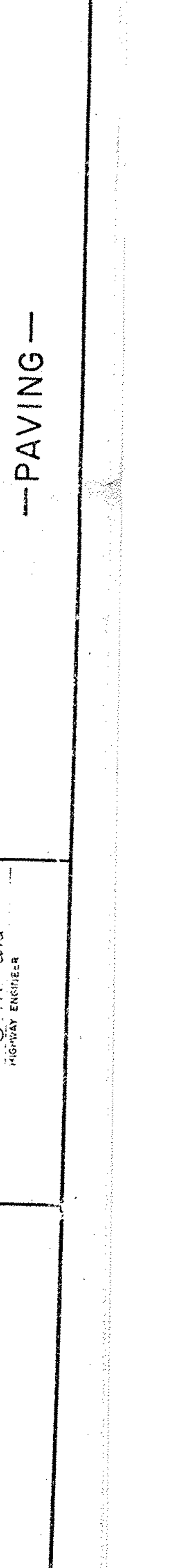
SIGN No. P-12 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



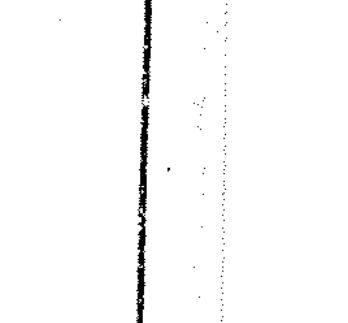
SIGN No. P-13 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



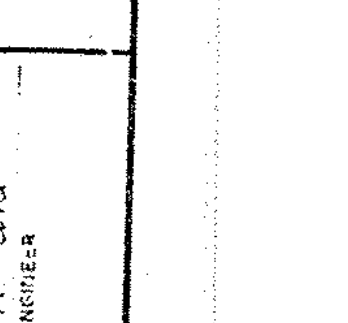
SIGN No. P-14 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



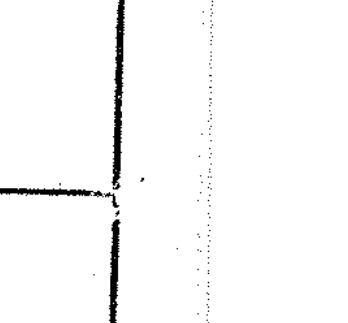
SIGN No. P-15 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



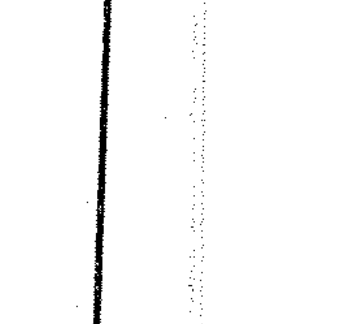
SIGN No. P-16 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-17 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



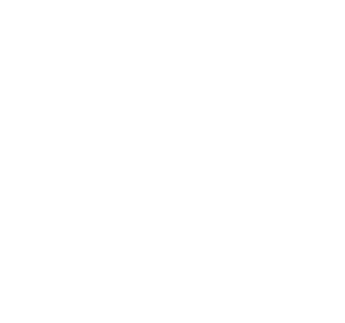
SIGN No. P-18 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



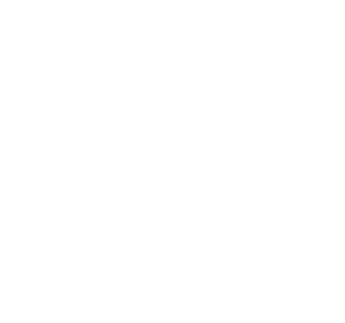
SIGN No. P-19 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-20 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-21 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-22 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-23 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-24 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-25 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-26 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-27 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-28 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-29 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-30 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-31 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-32 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-33 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-34 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-35 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-36 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-37 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-38 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-39 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-40 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



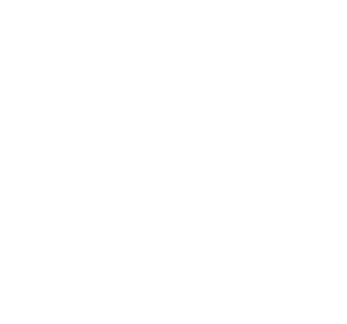
SIGN No. P-41 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-42 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-43 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-44 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-45 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-46 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-47 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



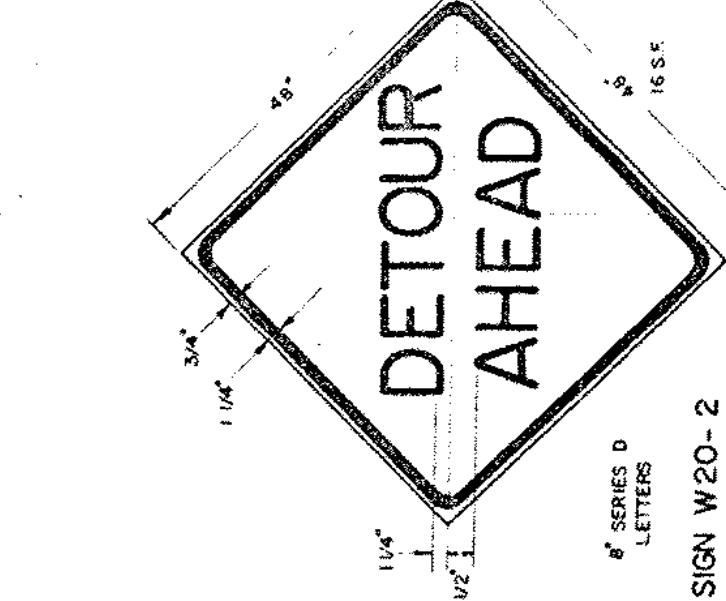
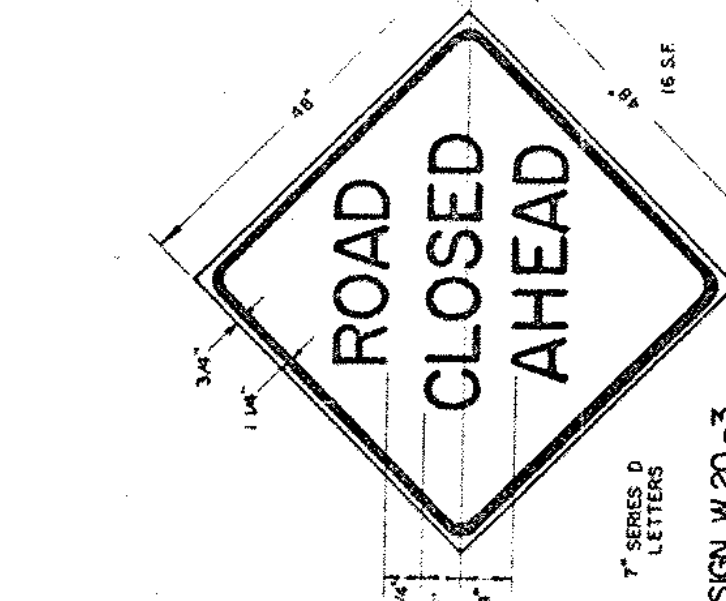
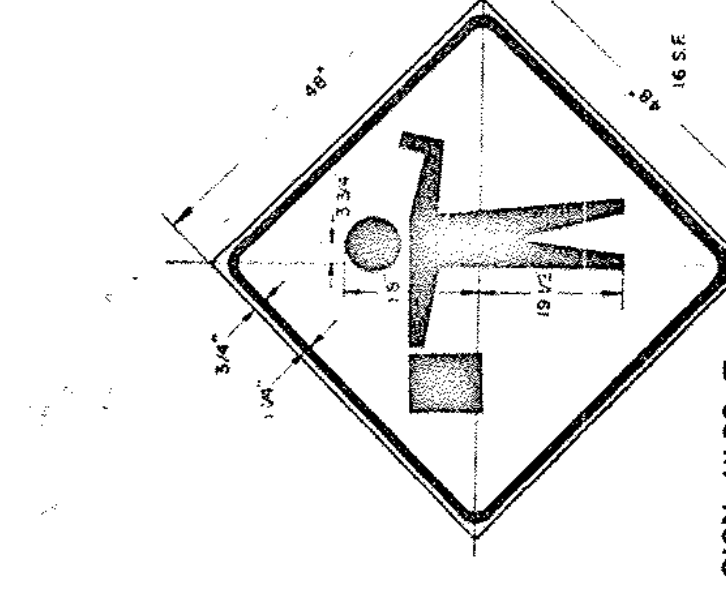
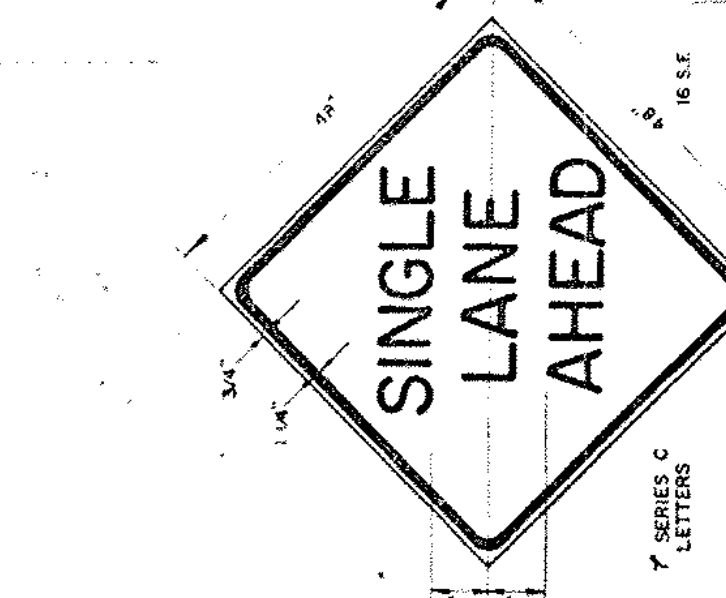
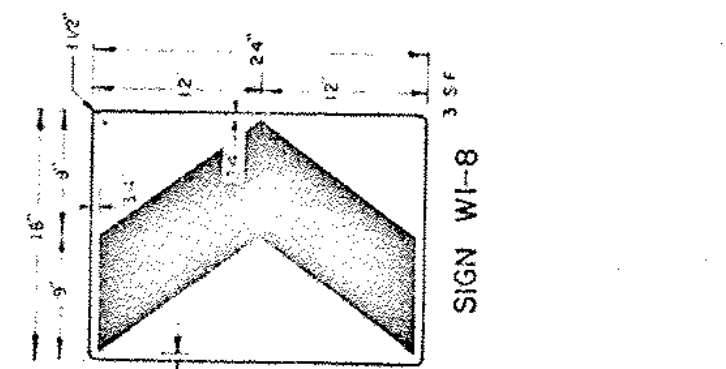
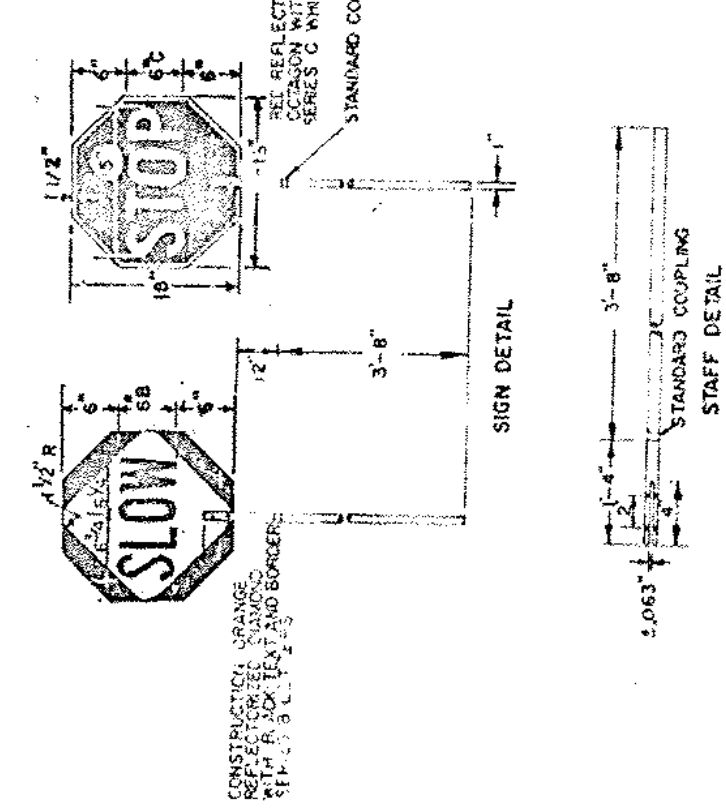
SIGN No. P-48 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A POSITION AT LEAST 3 FT. ABOVE ROAD LEVEL.



SIGN No. P-49 (STD. 620-7)

TO BE LOCATED AS ORDERED BY THE ENGINEER. THE SIGN SHALL BE SET SECURELY IN THE SHOULDER NEAR THE EDGE OF PAVEMENT AT A



MATERIALS
 All materials shall be CO3 aluminum with colors as indicated on details.
 The staff shall be 1" redged aluminum conduit or tubing with a wall thickness of 1/8 inch.
COLORS
 The colors shall conform with the standard colors adopted by the American Association of State Highway and Transportation Officials and approved by the U.S. Department of Transportation, Federal Highway Administration.
MOUNTING
 The staff shall be mounted with either 2-1/4" aluminum bolts or 2-1/4" aluminum nuts.

SIGN PADDLE FOR FLAGPERSON

NOTES

APPLICATION OF STANDARDS
 Since it is not possible to prescribe detailed standards of application for all of the situations that may occasionally arise on construction projects, the Manual on Uniform Traffic Control Devices for the principles, locations, and standards that will be required in connection with on-project construction signs and barricades. The signs here shown represent a sample design that will be most used.

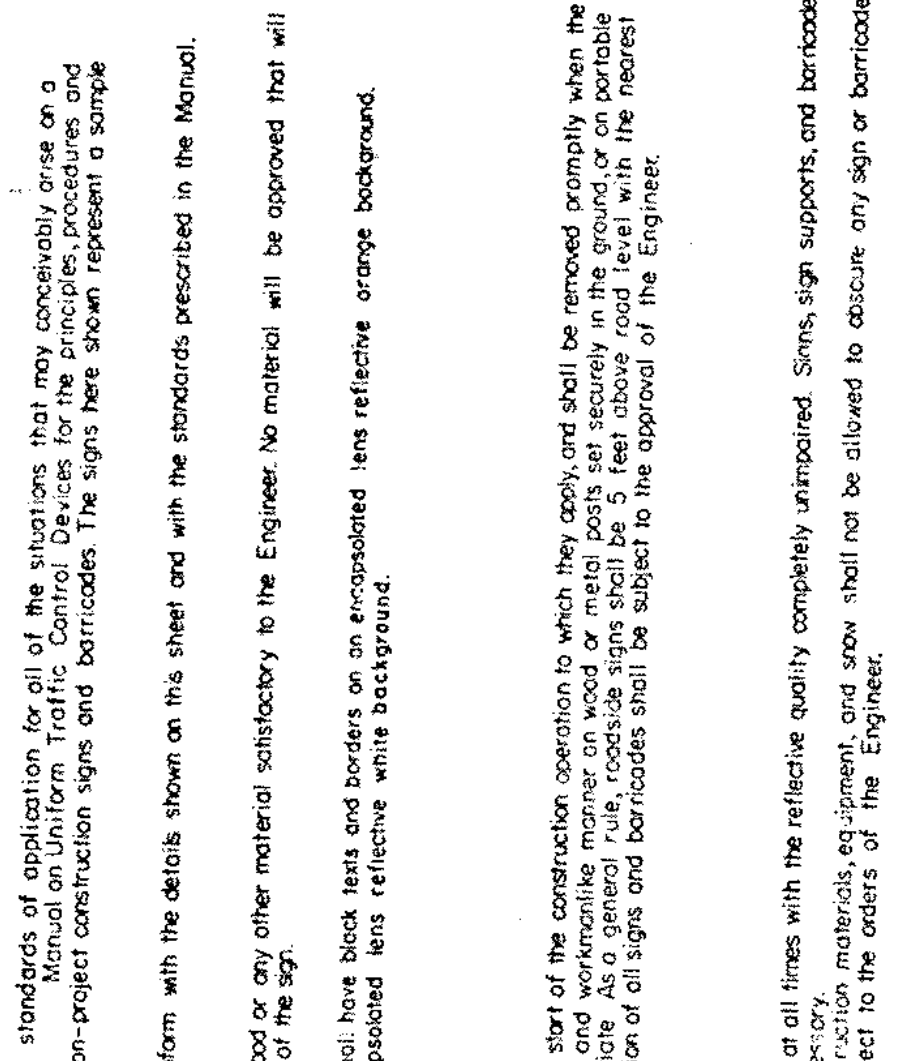
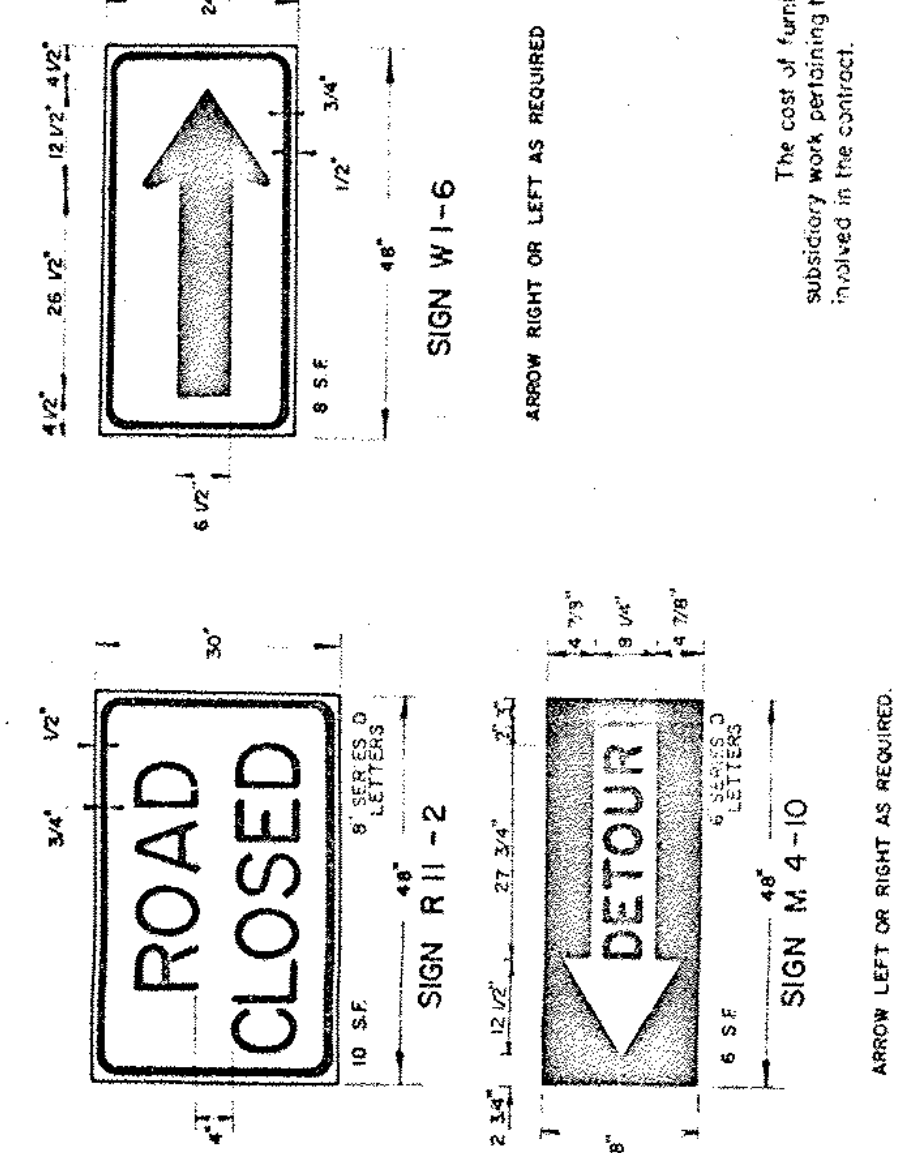
DESIGN
 The design of the signs and barricades shall conform with the details shown on this sheet and with the standards prescribed in the Manual. Deviations will not be permitted.

MATERIALS
 The signs shall be of metal, wood, plywood, hardboard or any other material satisfactory to the Engineer. No material will be approved that will deteriorate by exposure to the weather during the required life of the sign.

REFLECTORIZATION AND COLORS
 Signs R 11-2 shall have black text and borders on an encapsulated lens reflective orange background.
 Sign R 11-2 shall have black text and borders on an encapsulated lens reflective white background.

INSTALLATION
 Signs and barricades shall be in place prior to the start of the construction operation to which they apply and shall be removed promptly when the need no longer exists. Each sign shall be erected in a neat and orderly manner and shall be secured to the ground or on portable supports for temporary use, or on barricades when appropriate. As a general rule, roadside signs shall be placed at least 6 feet from the nearest edge of the shoulder point. The installation of all signs and barricades shall be subject to the approval of the Engineer.

MAINTENANCE
 Signs shall be kept in a clean and legible condition at all times with the reflective quality completely unimpaired. Signs, sign supports, and barricades shall be repaired, repainted, replaced, removed or replaced with new materials, as required, and snow shall not be allowed to obscure any sign or barricade. The maintenance of all traffic control devices shall be subject to the orders of the Engineer.



The on-project construction signs covered by this sheet are intended to be used in situations apply within normal two-lane highway construction areas, for the protection of the public and workmen and for the guidance of traffic through or around construction operations. When messages other than those shown here are needed, the signs and their applications shall conform with the standards set forth in the Manual on Uniform Traffic Control Devices.

The cost of furnishing, erecting, maintaining and removing all construction approach signs shall be considered as subsidiary work pertaining to the project as a whole and shall be indicated in the contract unit price bid for various items marked in the contract.

ARROW LEFT OR RIGHT AS REQUIRED.

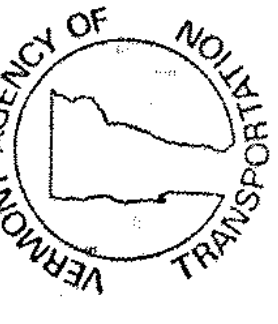
ARROW RIGHT OR LEFT AS REQUIRED.

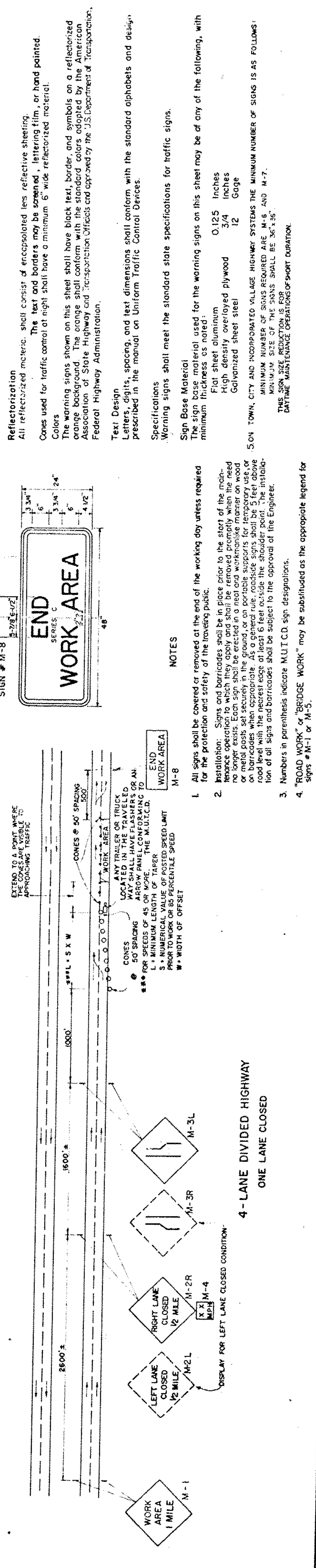
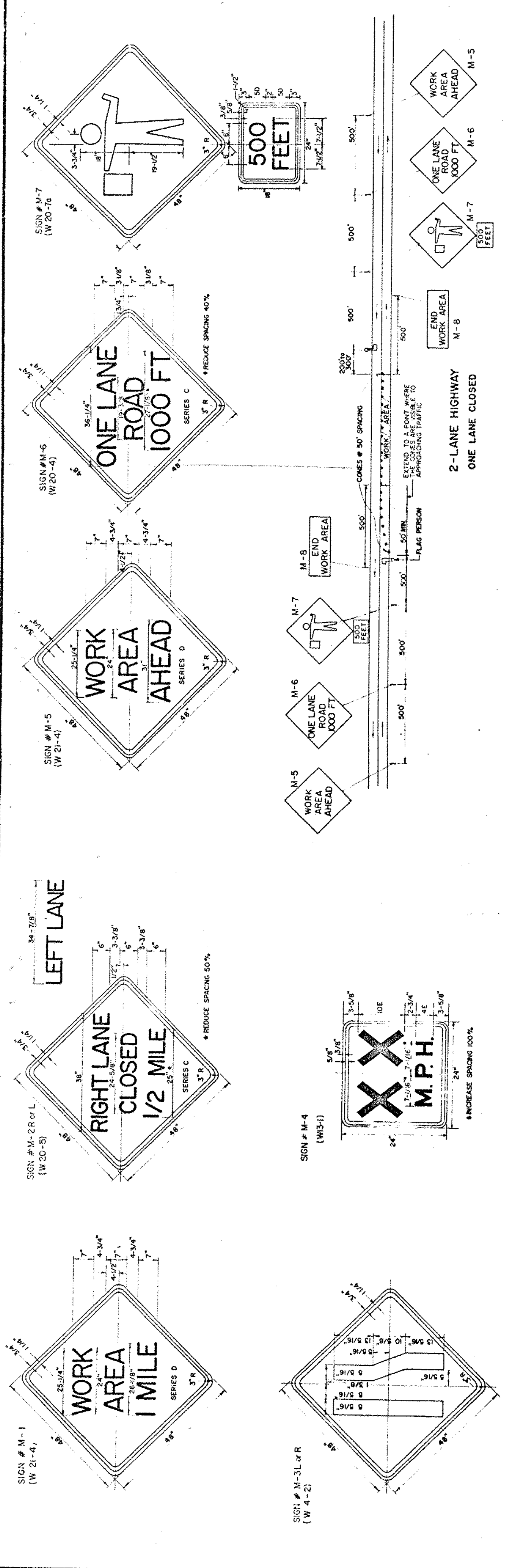
REVISIONS AND CORRECTIONS
 SEP 14, 1973 - BEADS ON BLACK BACKGROUND INTERNAL REMOVE.
 MAY 14, 1974 - REFLECTIVE MATERIAL CHANGE.
 JUNE 7, 1977 - REFLECTIVE MATERIAL CHANGE.
 JUNE 7, 1977 - SIGNS REFERENCED TO NUMBERS IN MUTCD.
 JUNE 15, 1978 - ALUMINATION SELECTED TO SYMBOL.
 MAY 27, 1980 - SIGN W18 AND SIGN ANGLE MARKED SIGN DETAILS RELEAS.
 JUN 11, 1981 - SIGN FACE SIZE REVISED.

APPROVED
 DATE: Dec 14, 1971
 R. H. Campbell
 CHIEF ENGINEER
 E. M. Miching
 ASSISTANT ENGINEER
 G. Y. Law
 HIGHWAY ENGINEER

TRAFFIC SIGNS
ON-PROJECT CONSTRUCTION SIGNS

STANDARD
E-6





Reflectionization
All reflectized materials shall conform with the standard alphabets and designs prescribed in the manual on Uniform Traffic Control Devices.

Text Design
Letters, digits, spacing, and text dimensions shall conform with the standard alphabets and designs prescribed in the manual on Uniform Traffic Control Devices.

Specifications
Warning signs shall meet the standard state specifications for traffic signs.

Sign Base Material
The sign base material used for the warning signs on this sheet may be of any of the following, with thickness as noted:
0.125 inches High density overlaid plywood
3/4 inches Galvanized sheet steel
12 Gauge

MINIMUM NUMBER OF SIGNS REQUIRED ARE M-5, M-6, AND M-7.
MINIMUM SIZE OF THE SIGNS SHALL BE 36" X 36"
DATE: 10/15/83

Notes

- All signs shall be covered or removed at the end of the working day unless required for the protection and safety of the traveling public.
- Installation: Signs and barricades shall be in place prior to the start of the maintenance work. Each sign shall be erected in a neat and workmanlike manner on wood on barricades when appropriate. At a point for road closure, the temporary use of road level with the nearest edge at least 6 feet outside the abutment point. The installation of all signs and barricades shall be subject to the approval of the Engineer.
- Numbers in parentheses indicate MUTCD sign designations.
- "ROAD WORK" or "BRIDGE WORK" may be substituted as the appropriate legend for signs M-11 or M-12.

REVISIONS B. CORRECTIONS

FEB 28, 1972: SIGN ADDED UNDER DIRECTION OF FEDERAL HIGHWAY ADMINISTRATION
MAY 4, 1974: REFLECTIVE MATERIAL NOTE CHANGED
JUNE 8, 1977: REFLECTIVE MATERIAL NOTE CHANGED
JUNE 8, 1977: PERSON SIGN CHANGED TO SYMBOL
JUNE 8, 1978: PERSON SIGN CHANGED TO SYMBOL
NOV 23, 1983: REVISIONS LEGEND AND NOTES INDEXED; GENERAL SIGN

APPROVED:

DATE: Jan. 26, 1972

 R. L. Carroll
 CHIEF ENGINEER

 C. H. Stebbins
 ASST. CHIEF ENGINEER

 G. M. Jones
 HIGHWAY ENGINEER

TYPICAL MAJOR MAINTENANCE OPERATION (BRIDGE AND ROADWAY) APPROACH SIGNS

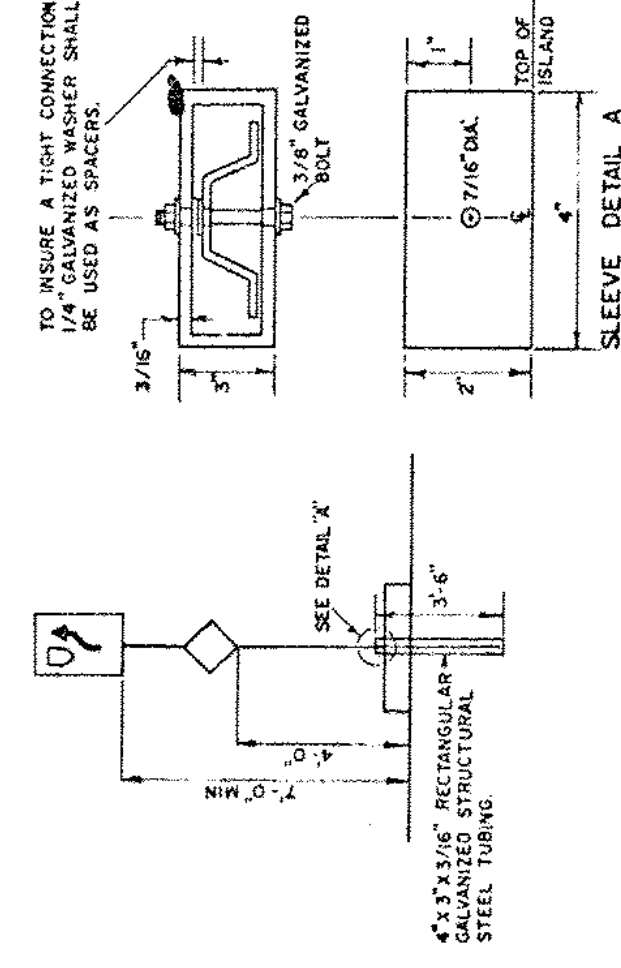
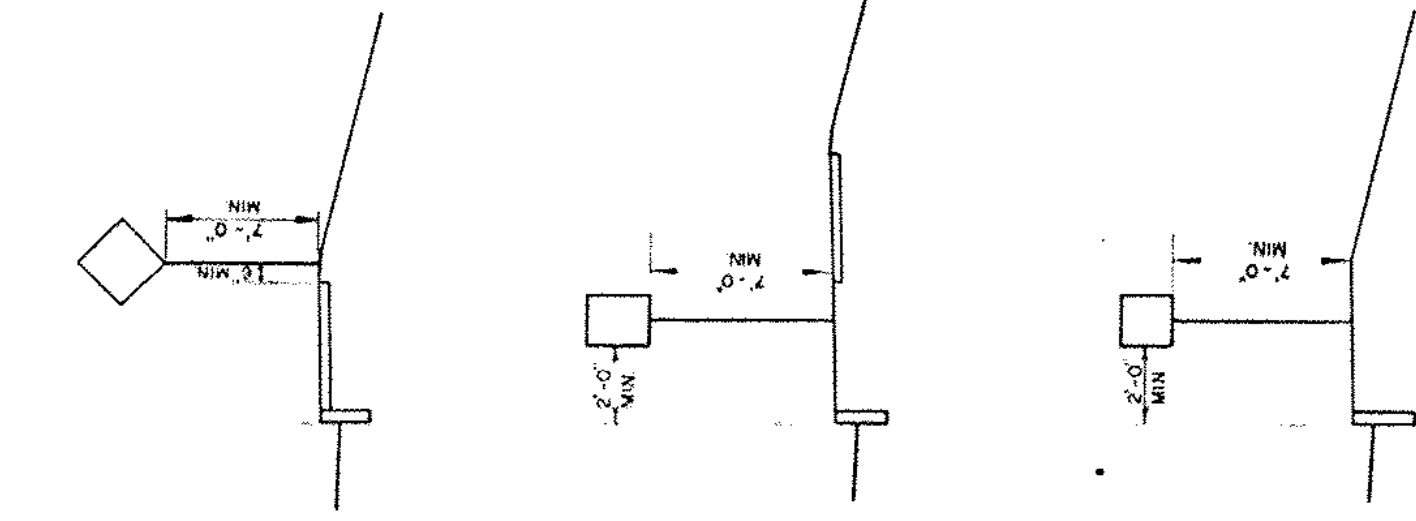
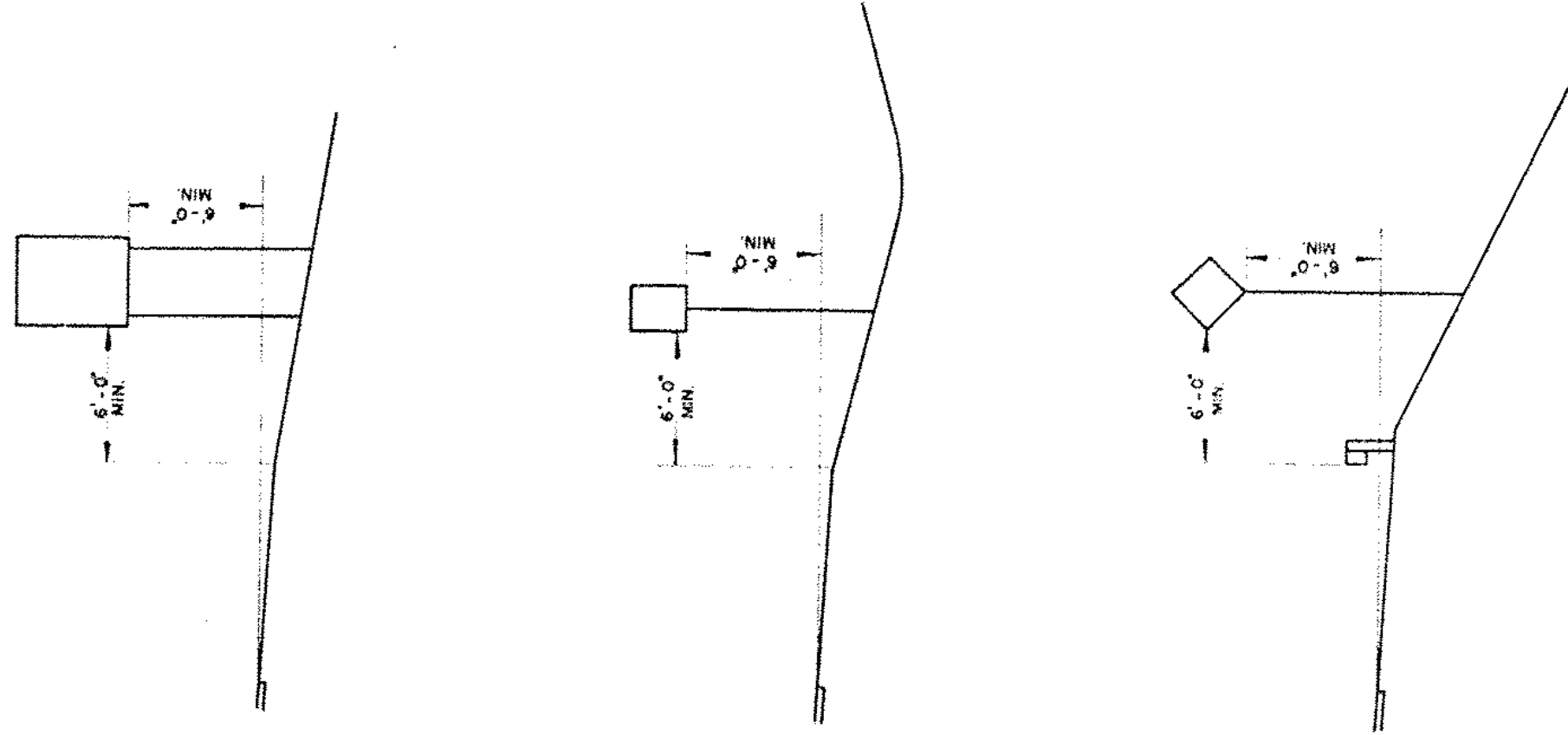
STANDARD E-8

VERMONT AGENCY OF TRANSPORTATION

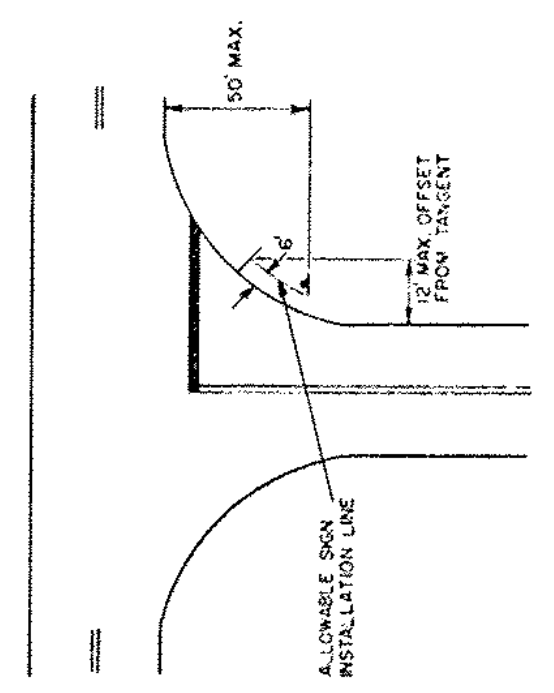
RURAL

URBAN

WARNING SIGNS
ON ISLAND IN THE LINE OF TRAFFIC



STOP OR YIELD SIGNS
AT WIDE THROAT INTERSECTIONS



NOTES 1) IN BOTH RURAL AND URBAN LOCATIONS, IF A SECONDARY SIGN IS MOUNTED BELOW ANOTHER SIGN, THE MINIMUM CLEARANCE MAY BE REDUCED BY ONE
 2) IN RURAL AREAS WITH NO SHOULDER, THE MINIMUM LATERAL CLEARANCE SHOULD BE 12' FROM EDGE OF THE TRAVELED WAY.

REVISIONS AND CORRECTIONS
 JAN. 24, 1978 - DIMENSION FROM SHOULDER TO SIGN CHANGED
 AUG. 25, 1981 - ADDED STOP AND SLAND DETAILS, REVISED CURB OFFSET

APPROVED
 DEC. 29, 1971

Bill Condit
 DISTRICT ENGINEER
E. H. Steehony
 DISTRICT ENGINEER
By Mr. Land
 PLANNING ENGINEER

STANDARD SIGN PLACEMENT
 CONVENTIONAL ROAD



STANDARD
 E-29