

# STATE OF VERMONT AGENCY OF TRANSPORTATION

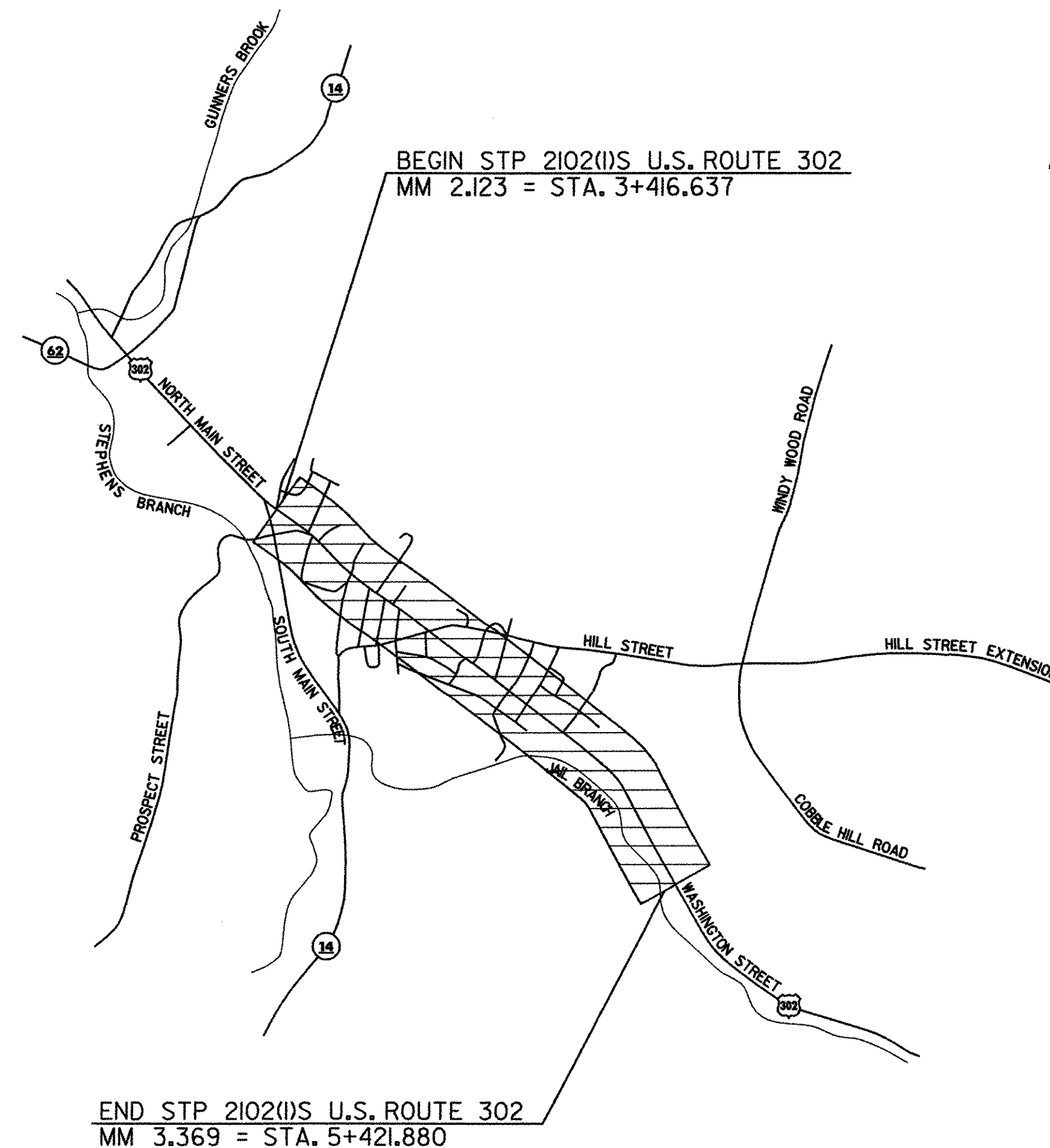


## PROPOSED IMPROVEMENT CLASS I TOWN HIGHWAY CITY OF BARRE COUNTY OF WASHINGTON U.S. ROUTE 302

BEGINNING AT MILE MARKER 2.123 = STA. 3+416.637 AND EXTENDING EASTERLY  
ALONG U.S. ROUTE 302 FOR A DISTANCE OF 2005.243 m (1.246 MILES) TO MILE MARKER  
3.369 = STA. 5+421.880.

LENGTH OF ROADWAY 2005.243 m (1.246 MILES)  
LENGTH OF PROJECT 2005.243 m (1.246 MILES)

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



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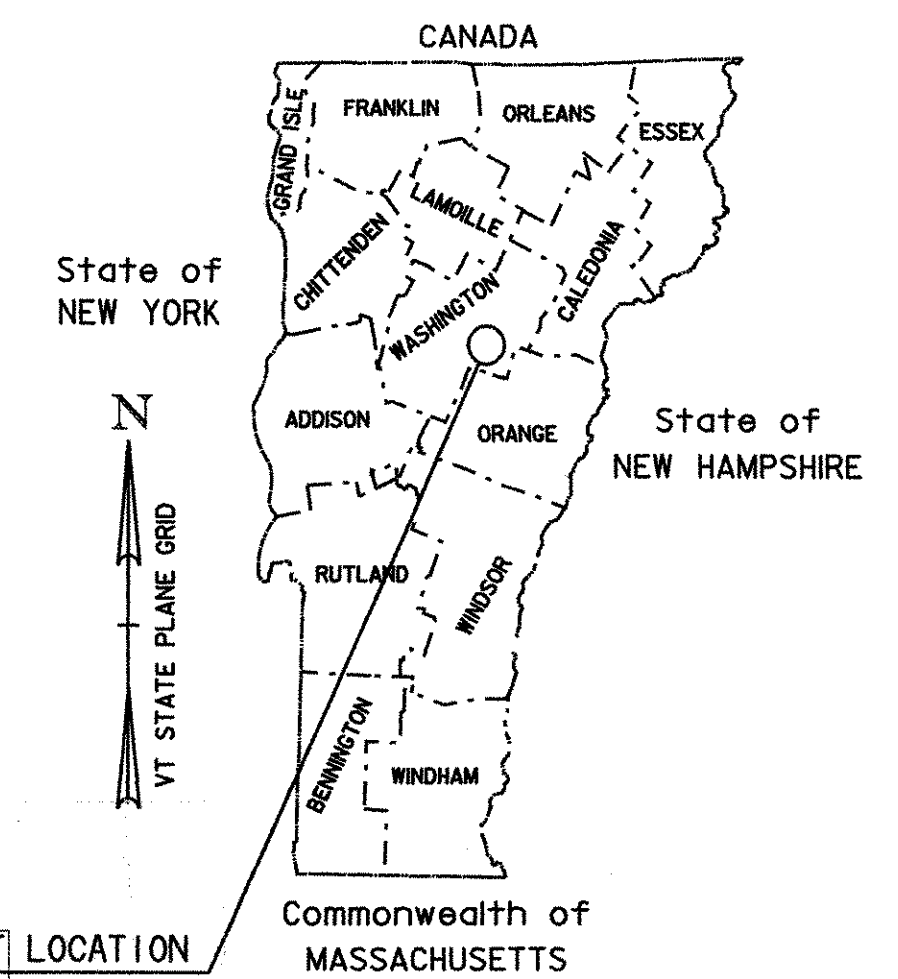
### VAOT STANDARDS

C-1M TREATED TIMBER CURB	01-03-00	
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E-152M WARNING SIGN DETAILS	06-13-97	
E-153M WARNING SIGN DETAILS	06-13-97	
E-160M FLANGED CHANNEL STEEL SIGN POST	06-13-97	
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E-191M PAVEMENT MARKING DETAILS	02-01-99	
E-192M PAVEMENT MARKING DETAILS	12-28-98	
E-193M PAVEMENT MARKING DETAILS	06-13-97	
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G-6-2M CABLE GUARDRAIL W/STEEL POSTS - ANCHORS	06-13-97	
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J-3M MAILBOX SUPPORT DETAILS	06-13-97	

### CONVENTIONAL SIGNS

COUNTY LINE	---
TOWN LINE	---
POINTS OF ACCESS	○-○-○-○
FENCE LINE	-x-x-
STONE WALL	○-○-○-○
TRAVELED WAY	====
GUARD RAIL	○-○-○-○
RAILROAD	
SURVEY LINE	---
CULVERT	--- ---
POWER POLE	⊕
CONTROL OF ACCESS	--- ---
PROPERTY LINE	---
R.O.W. TAKING LINE	SR
SLOPE RIGHTS	○-○-○-○
TOP OF CUT	△-△-△-△
TOE OF SLOPE	○-○-○-○

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A



RECORD PLANS	PROJECT LOCATION STP 2102(1)S
CONTRACTOR:	A.C. PAVING - SO. BURLINGTON, VT
RESIDENT ENGINEER:	D. HALE
CONSTRUCTION BEGAN:	MAY 21, 2004
CONSTRUCTION COMPLETE:	APRIL 15, 2005
RECORD PLANS BY:	D. HALE & C. PIERCE
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY <i>Donald W. Hale Jr.</i>	RESIDENT ENGINEER
DATE <u>02-29-06</u>	
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.	

### TRAFFIC DATA

U.S. ROUTE 302 (BEGIN PROJECT TO MM 2.559)

2001 ADT = 12,600  
2001 DHV = 1,260  
2011 ADT = 15,100  
2011 DHV = 1,510

2001 ~ 2011 CUM. ESALS = 1,771,000

U.S. ROUTE 302 (MM 2.559 TO END PROJECT)

2001 ADT = 8,200  
2001 DHV = 990  
2011 ADT = 9,800  
2011 DHV = 1,110

2001 ~ 2011 CUM. ESALS = 1,449,000

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

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

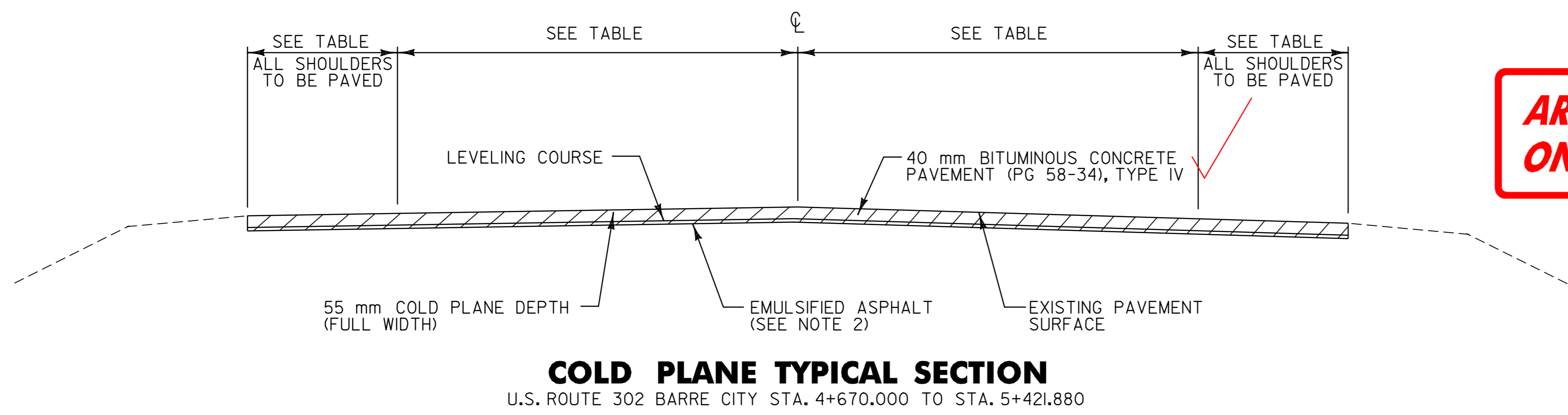
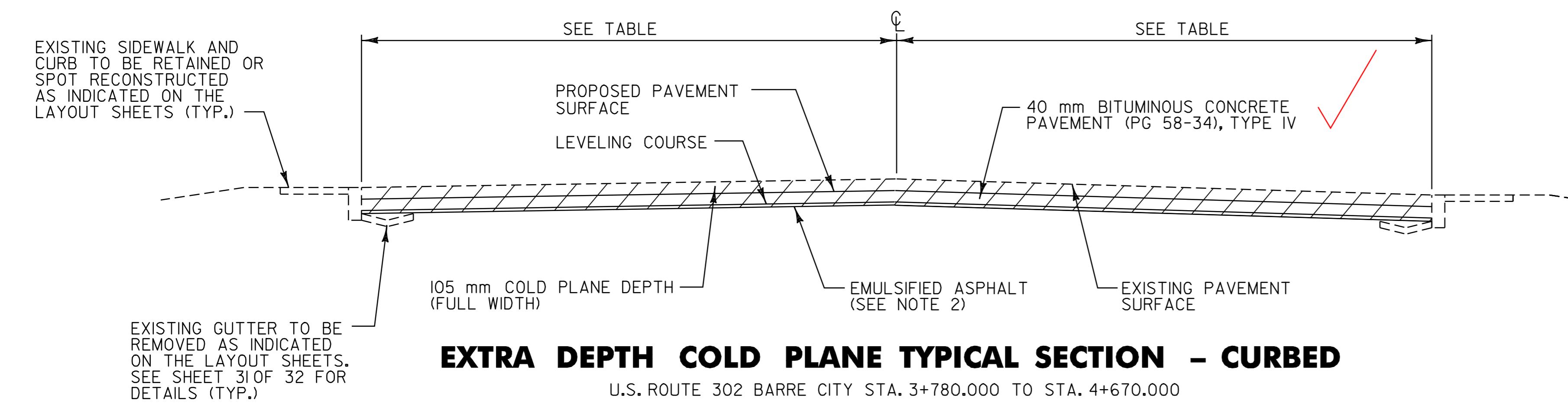
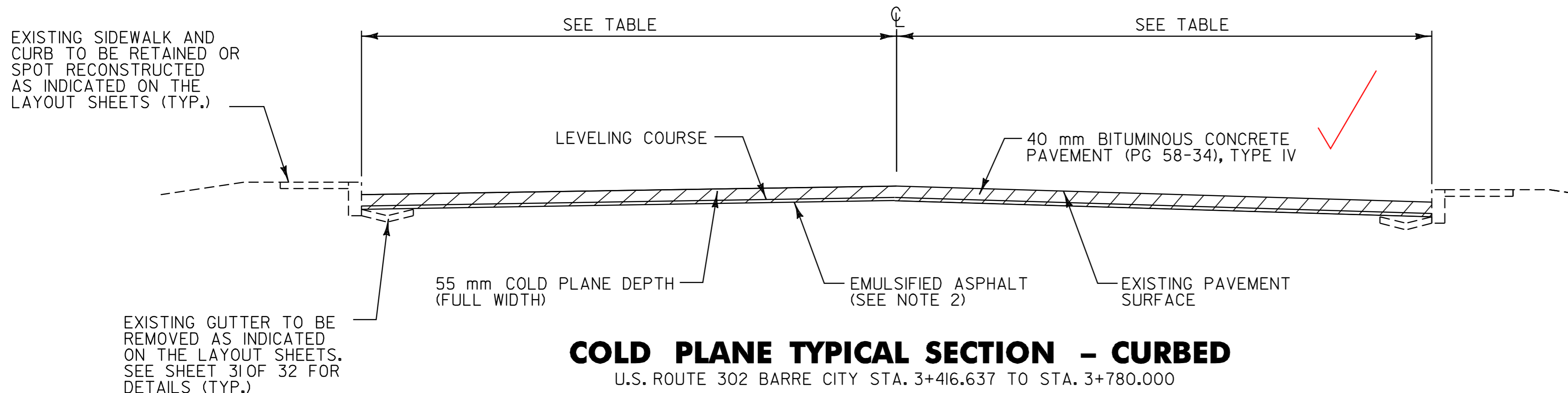


APPROVED _____ DATE _____	DIRECTOR OF PROJECT DEVELOPMENT
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED _____ DATE _____	DIVISION ADMINISTRATOR
PROJECT	BARRE CITY STP 2102(1)S
SHEET L OF 32 SHEETS	

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

**NOTES**

1. THE WEARING COURSE SHALL BE TYPE IV BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IV UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. ALL ASPHALT CEMENT USED IN THE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.12 L/SM OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. BITUMINOUS CONCRETE PAVEMENT TOLERANCE = ± 5 mm (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).
4. ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS SHALL ONLY BE PAID WHERE INDICATED IN THE PLANS. ALL PAVING WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS DRIVEWAYS, AROUND DROP INLETS, ETC.) SHALL BE PAID AS ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
5. A FULL-DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE BEGIN AND END PROJECT LOCATIONS AND AT ALL SIDE ROAD APPROACHES AS INDICATED ON THE PROJECT PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
6. ITEMS 604.40 & 604.412 ARE ESTIMATED QUANTITIES AND SHALL BE PERFORMED AT LOCATIONS INDICATED ON THE LAYOUT SHEETS AND AS DIRECTED BY THE RESIDENT ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN.
7. ALL DRIVES AND MAILBOX TURNOUTS SHALL RECEIVE A PAVED APRON AS DIRECTED BY THE RESIDENT ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 210.10 OR THE APPLICABLE RENTAL ITEM(S). IF REQUIRED, A NEW DRIVEWAY SUBBASE SHALL BE CONSTRUCTED AND WILL BE PAID FOR UNDER ITEM 301.28 SUBBASE OF CRUSHED GRAVEL (FINE GRADED). A NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 406.25. ALL MAILBOX TURNOUTS SHALL HAVE THE EXISTING EDGE OF PAVEMENT BACKED-UP WITH COLD PLANE GRINDINGS PRIOR TO THE PLACEMENT OF THE PAVED APRON. QUANTITIES OF THE ABOVE ITEMS HAVE BEEN INCLUDED TO PAY FOR THIS WORK.
8. EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 75 mm OR AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATION WILL BE PAID FOR AS ALL-PURPOSE EXCAVATOR OR GRADER RENTAL. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28 SUBBASE OF CRUSHED GRAVEL (FINE GRADED).
9. GRASS GROWING ADJACENT TO PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY BUT WILL BE INCIDENTAL TO ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
10. THE PROPOSED GUARDRAIL SHALL BE INSTALLED IN A LOCATION THAT MAXIMIZES THE DISTANCE FROM THE CENTER OF THE ROAD TO THE FACE OF GUARDRAIL. 1.0 m OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 1.8 m POSTS. IF THIS CANNOT BE OBTAINED, THEN 2.4 m POSTS SHALL BE USED.
11. AN ESTIMATED QUANTITY OF ITEM 613.10 STONE FILL, TYPE I HAS BEEN INCLUDED TO REPAIR THE EXISTING SIDE SLOPE AS DIRECTED BY THE RESIDENT ENGINEER.



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**URBAN AREA SEED MIXTURE**

% WT.	kg/ha.	NAME	PUR. %	GERM. %
42.2	38.0	CREEPING RED FESCUE	98	85
10.0	9.0	PERENNIAL RYEGRASS	95	90
42.2	38.0	KENTUCKY BLUEGRASS	85	85
5.6	5.0	ANNUAL RYEGRASS	95	85

100.0 90.0  
SEED MIXTURE:  
SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

SEED:  
TO BE APPLIED PER SEEDING FORMULA DIRECTED BY THE RESIDENT ENGINEER.

FERTILIZER:  
FORMULA 10-20-10 TO BE USED WITH SEED, APPLIED AT THE RATE OF 560 kg/ha (HYDRO SEEDERS MAY USE 19-19-19 FORMULA)

AGRICULTURAL LIMESTONE:  
TO BE APPLIED AT THE RATE OF 4.5 tons/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

HAY MULCH:  
TO BE APPLIED ON EARTH SLOPES AT THE RATE OF 4.5 tons/ha, OR AS DIRECTED BY THE RESIDENT ENGINEER.

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

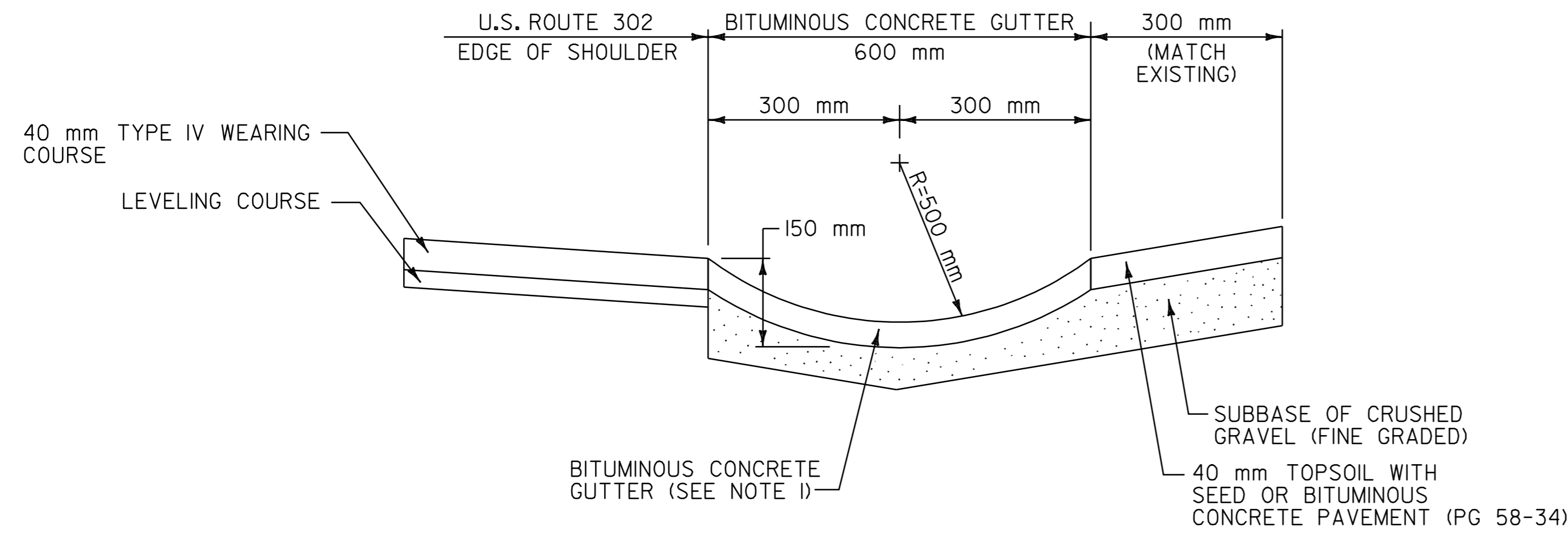
**PROJECT PAVING LIMITS**

TOWN & ROUTE	BEGIN	END	LANE TYPICAL	WEARING DEPTH	LEVELING +	NOTES
BARRE CITY U.S. ROUTE 302	3+416.637	3+600.0	VARIABLES - SEE LAYOUT SHEETS	40 mm	105	COLD PLANE 55 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	3+600.0	3+780.0	6.1 m - 6.1 m	40 mm	79	COLD PLANE 55 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	3+780.0	3+960.0	6.1 m - 6.1 m	40 mm	78	COLD PLANE 105 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	3+960.0	4+130.0	5.1 m - 5.1 m	40 mm	63	COLD PLANE 105 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	4+130.0	4+340.0	6.1 m - 6.1 m	40 mm	93	COLD PLANE 105 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	4+340.0	4+560.0	5.8 m - 5.8 m	40 mm	92	COLD PLANE 105 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	4+560.0	4+670.0	5.5 m - 5.5 m	40 mm	45	COLD PLANE 105 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	4+670.0	4+740.0	5.5 m - 5.5 m	40 mm	27	COLD PLANE 55 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	4+740.0	5+060.0	1.2 m - 3.6 m - 3.6 m - 1.2 m	40 mm	110	COLD PLANE 55 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	5+060.0	5+421.880	0.6 m - 3.6 m - 3.6 m - 0.6 m	40 mm	106	COLD PLANE 55 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

PROJECT  
TYPICAL  
SHEET

SURVEYED BY N/A DATE N/A  
 DRAWN BY C.A.K. DATE 2/02  
 SQUAD LEADER D.E.G.  
 DESIGN FILE NO. /pave/98d086/zd086.dgn  
 IPARM FILE zd086tyl.i DATE 25-APR-2006 14  
 PLOT FILE zd086tyl.i  
 PROJ. NAME BARRE CITY  
 PROJ. NO. ST-STP 2102(I)S  
 SHEET 2 OF 32 SHEETS

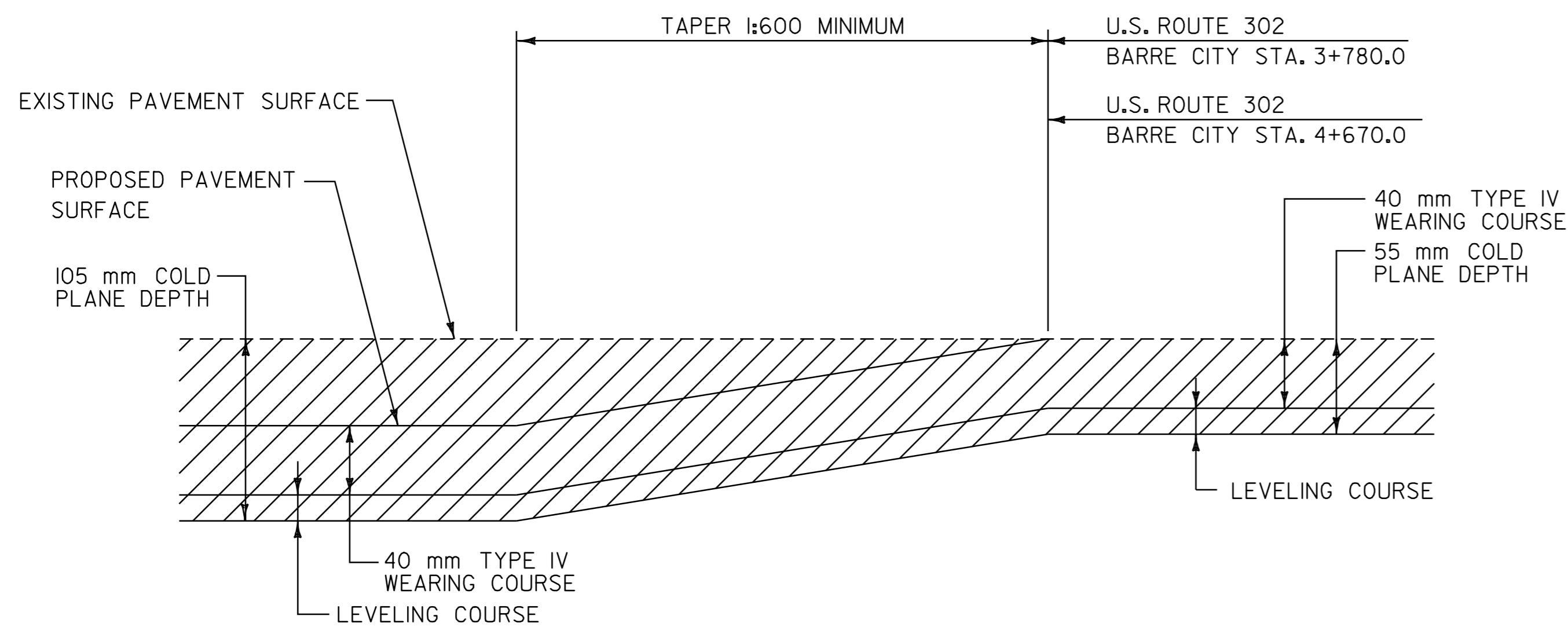


**BITUMINOUS CONCRETE GUTTER DETAIL**

U.S. ROUTE 302 STA. 4+655.0 - STA. 4+690.0 LT

**NOTE:**

- I. BITUMINOUS CONCRETE GUTTER TO BE CONSTRUCTED BY PLACING 1-40 mm TYPE IV BITUMINOUS CONCRETE PAVEMENT LIFT. PAYMENT UNDER ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS.



**TRANSITION AREA DETAIL**

U.S. ROUTE 302 BARRE CITY 3+780.0 END 55 mm COLD PLANE - BEGIN 105 mm EXTRA DEPTH COLD PLANE  
 U.S. ROUTE 302 BARRE CITY 4+670.0 END 105 mm EXTRA DEPTH COLD PLANE - BEGIN 55 mm COLD PLANE

**PAVING  
DETAILS  
SHEET**

SURVEYED BY N/A DATE N/A  
 DRAWN BY C.A.K. DATE 2/02  
 SQUAD LEADER D.E.G.  
 DESIGN FILE NO. /pave/98d086/zd086.dgn  
 IPARM FILE zd086+y2.1 DATE 25-APR-2006 14  
 PROJ. NAME BARRE CITY  
 PROJ. NO. ST-STP 2102(I)S  
 SHEET 3 OF 32 SHEETS

DATUM	
VERTICAL	<u>N/A</u>
HORIZONTAL	<u>N/A</u>





# ITEM DETAIL SUMMARY SHEET 1



LOCATION			GUARDRAIL								MISCELLANEOUS							REMARKS	
STATION	STATION	POS.	616.35	621.17	621.20	621.20	621.505	621.505	621.60	621.65	621.81	203.15	203.16	301.28	616.28	616.47	618.10		618.30
			TREATED TIMBER CURB M	CABLE G.R. (MOD.) M	STEEL BEAM G.R. M	2.4 m STEEL BEAM G.R. (MOD.) M	MANUF. TERM. SECTION EA	MANUFACTURED TERM. SECTION (FLARED) EA	ANCH. SBGR EA	ANCH. CABLE G.R. EA	REMOVE & DISP. G.R. M	COMMON EXCAVATION CM	SOLID ROCK EXCAVATION CM	SUBBASE OF CRUSHED GRAVEL T	CAST IN PLACE PCC CURB TYPE B M	BITUMINOUS CONCRETE GUTTERS T	P.C.C. SIDEWALK 125 mm (MOD.) SM		DETECT. WARNING SURFACE SM
BARRE CITY U.S. ROUTE 302																			
3+417.9		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+417.9		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+530.0		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+545.0		LT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+566.0		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+579.0		RT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+584.0		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+604.0		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+617.0	3+623.0	LT										3.3	2.2	7.8		0.3	10.2		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
3+711.0	3+746.0	LT										19.3	13.0	45.5		1.4	59.5		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
3+749.0		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+757.0		LT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+761.0		RT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+760.0	3+771.0	LT										6.0	4.0	14.3		0.5	18.7		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
3+774.0		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+744.0		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+777.0	3+809.0	LT										20.4	13.7	48.1		1.5	62.9		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
3+805.0	3+841.0	RT										19.8	13.3	46.8		1.4	61.2		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
3+818.0	3+832.5	LT										8.0	5.4	19.0		0.6	24.7		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
3+841.5	3+869.0	LT										15.1	10.2	35.8		1.1	46.8		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
3+843.0		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
SHEET SUBTOTAL												53.0/91.9	34.8/61.8	76.0/217.3		8.2	166.8/284.0	12.6	ROADWAY/NON GOVERNMENT PARTICIPATION

DATUM  
 VERTICAL     N/A      
 HORIZONTAL     N/A    

ITEM  
DETAIL  
SUMMARY  
SHEET  
# 1

SURVEYED BY	<u>    N/A    </u>	DATE	<u>    N/A    </u>
DRAWN BY	<u>    C.A.K.    </u>	DATE	<u>    2/02    </u>
SQUAD LEADER	<u>    D.E.G.    </u>		
DESIGN FILE NO.	<u>    /pave/98d086/zd086.dgn    </u>		
IPARM FILE	<u>    zd0861d1    </u>	DATE PLOTTED	<u>    25-APR-2006 14    </u>
PROJ. NAME	<u>    BARRE CITY    </u>		
PROJ. NO.	<u>    ST-STP 2102(IIS)    </u>		
SHEET	<u>    6    </u>	OF	<u>    32    </u> SHEETS

# ITEM DETAIL SUMMARY SHEET 2



LOCATION			GUARDRAIL								MISCELLANEOUS							REMARKS	
STATION	STATION	POS.	616.35	621.17	621.20	621.20	621.505	621.505	621.60	621.65	621.81	203.15	203.16	301.28	616.28	616.47	618.10		618.30
			TREATED TIMBER CUB M	CABLE G.R. (MOD.) M	STEEL BEAM G.R. M	2.4 m STEEL BEAM G.R. (MOD.) M	MANUF. TERM. SECTION EA	MANUFACTURED TERM. SECTION (FLARED) EA	ANCH. SBRG EA	ANCH. CABLE G.R. EA	REMOVE & DISP. G.R. M	COMMON EXCAVATION CM	SOLID ROCK EXCAVATION CM	SUBBASE OF CRUSHED GRAVEL T	CAST IN PLACE PCC CURB TYPE B M	BITUMINOUS CONCRETE GUTTERS T	P.C.C. SIDEWALK 125 mm (MOD.) SM		DETECT. WARNING SURFACE SM
BARRE CITY U.S. ROUTE 302																			
3+853.0		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+872.0		LT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+885.0		LT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+885.5	3+946.0	LT										33.3	22.4	78.7		2.4	103.0		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
3+911.0		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+926.5		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+931.0	3+963.0	RT										17.6	11.8	41.6		1.3	54.4		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
3+949.5		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+962.1		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+978.0		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
3+991.5		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+051.0	4+099.5	RT										26.7	18.0	63.3		1.9	82.5		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
4+053.5	4+105.0	LT										28.3	19.1	67.0		2.1	87.6		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
4+106.0		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+110.0		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+120.3		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+130.0	4+155.0	RT										13.8	9.3	32.5		1.0	42.5		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAIL. NON GOVERNMENT PARTICIPATING.
4+132.5		LT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+138.0	4+293.0	LT										85.3	57.3	203.2		6.2	213.2		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
4+296.0		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+296.0		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+299.0	4+316.7	LT										9.7	6.6	23.0		0.7	30.1		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
4+307.5		RT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
SHEET SUBTOTAL												61.6/214.7	40.4/144.5	88.0/509.3		17.2	194.0/613.3	14.4	ROADWAY/NON GOVERNMENT PARTICIPATING

DATUM  
 VERTICAL     N/A      
 HORIZONTAL     N/A    

ITEM  
 DETAIL  
 SUMMARY  
 SHEET  
 # 2

SURVEYED BY <u>    N/A    </u>	DATE <u>    N/A    </u>
DRAWN BY <u>    C.A.K.    </u>	DATE <u>    2/02    </u>
SQUAD LEADER <u>    D.E.G.    </u>	
DESIGN FILE NO. <u>    /pave/98d086/zd086.dgn    </u>	
IPARM FILE <u>    zd0861d2.1    </u>	DATE PLOTTED <u>    25-APR-2006 14:00    </u>
PROJ. NAME <u>    BARRE CITY    </u>	
PROJ. NO. <u>    ST-STP 2102(I)S    </u>	
SHEET <u>    7    </u> OF <u>    32    </u> SHEETS	

# ITEM DETAIL SUMMARY SHEET 3



LOCATION			GUARDRAIL								MISCELLANEOUS							REMARKS	
STATION	STATION	POS.	616.35	621.17	621.20	621.20	621.505	621.505	621.60	621.65	621.81	203.15	203.16	301.28	616.28	616.47	618.10		618.30
			TREATED TIMBER CURB M	CABLE G.R. (MOD.) M	STEEL BEAM G.R. M	2.4 m STEEL BEAM G.R. (MOD.) M	MANUF. TERM. SECTION EA	MANUFACTURED TERM. SECTION (FLARED) EA	ANCH. SBGR EA	ANCH. CABLE G.R. EA	REMOVE & DISP. G.R. M	COMMON EXCAVATION CM	SOLID ROCK EXCAVATION CM	SUBBASE OF CRUSHED GRAVEL T	CAST IN PLACE PCC CURB TYPE B M	BITUMINOUS CONCRETE GUTTERS T	P.C.C. SIDEWALK 125 mm (MOD.) SM		DETECT. WARNING SURFACE SM
BARRE CITY U.S. ROUTE 302																			
4+310.5	4+361.0	RT										27.8	18.7	65.7		2.0	85.9		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
4+319.7		LT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+332.0		LT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+378.0	4+414.0	RT										19.8	13.3	46.8		1.5	61.2		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
4+380.5	4+417.0	LT										20.1	13.5	47.5		1.5	62.1		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
4+420.0		LT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+431.5		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+432.0	4+470.0	RT										20.9	14.1	49.4		1.5	64.6		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
4+433.5	4+473.5	LT										22.0	14.8	52.0		1.6	68.0		CONSTRUCT NEW SIDEWALK. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS. NON GOVERNMENT PARTICIPATING.
4+473.0		RT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+476.5		LT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+497.6		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+498.2		RT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+557.0		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+560.0		RT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+571.2		LT										4.3	2.8	6.0		0.1	13.6	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 6. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+577.0		RT										2.5	1.7	4.0		0.1	7.7	0.9	SEE STD. SHT. C-3A & C-3B. CONSTRUCT SIDEWALK RAMP, TYPE 1. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
4+655.0	4+690.0	LT															9.7		
4+807.1	4+837.1	RT		30									2	44					SEE VAOT STANDARD SHEETS G-6-1M AND G-6-2M. PROVIDE ANCHORS AT STA. 4+807.1 AND STA. 4+837.1.
4+870.0	4+900.0	RT	30																
4+900.0	4+903.0	RT															0.6		
4+905.0	4+960.0	RT	55																
4+960.0	4+962.0	RT															0.4		
5+006.0	5+066.7	RT				34.2												60	INSTALL NEW MANUFACTURED TERMINAL SECTION TO NEW RAIL AT STA. 5+021.2. INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) TO NEW RAIL AT STA. 5+055.4.
5+239.5	5+478.9	RT				228.0												174	INSTALL NEW MANUFACTURED TERMINAL SECTION TO NEW RAIL AT STA. 5+250.9. INSTALL ANCHOR FOR STEEL BEAM GUARDRAIL AT STA. 5+478.0.
SHEET SUBTOTAL			85	30		262.2		2		2	278	39.0/110.6	25.9/74.4	58.0/261.4		20	121.9/341.8	10.8	ROADWAY/NON GOVERNMENT PARTICIPATING
SHEET 6 SUBTOTAL			-	-		-	-	-	-	-	-	53.0/91.9	34.8/61.8	76.0/217.3		8.2	166.8/284.0	12.6	
SHEET 7 SUBTOTAL			-	-		-	-	-	-	-	-	61.6/214.7	40.4/144.5	88.0/509.3		17.2	194.0/613.3	14.4	
ROUNDING			5	5		3.8	-	-	-	-	22	8.4/20.8	4.9/13.3	20/40		2.6	23.3/54.9	2.2	
TOTAL			90	35		266		2		2	300	162/438	106/294	242/1028		48	506/1294	40	

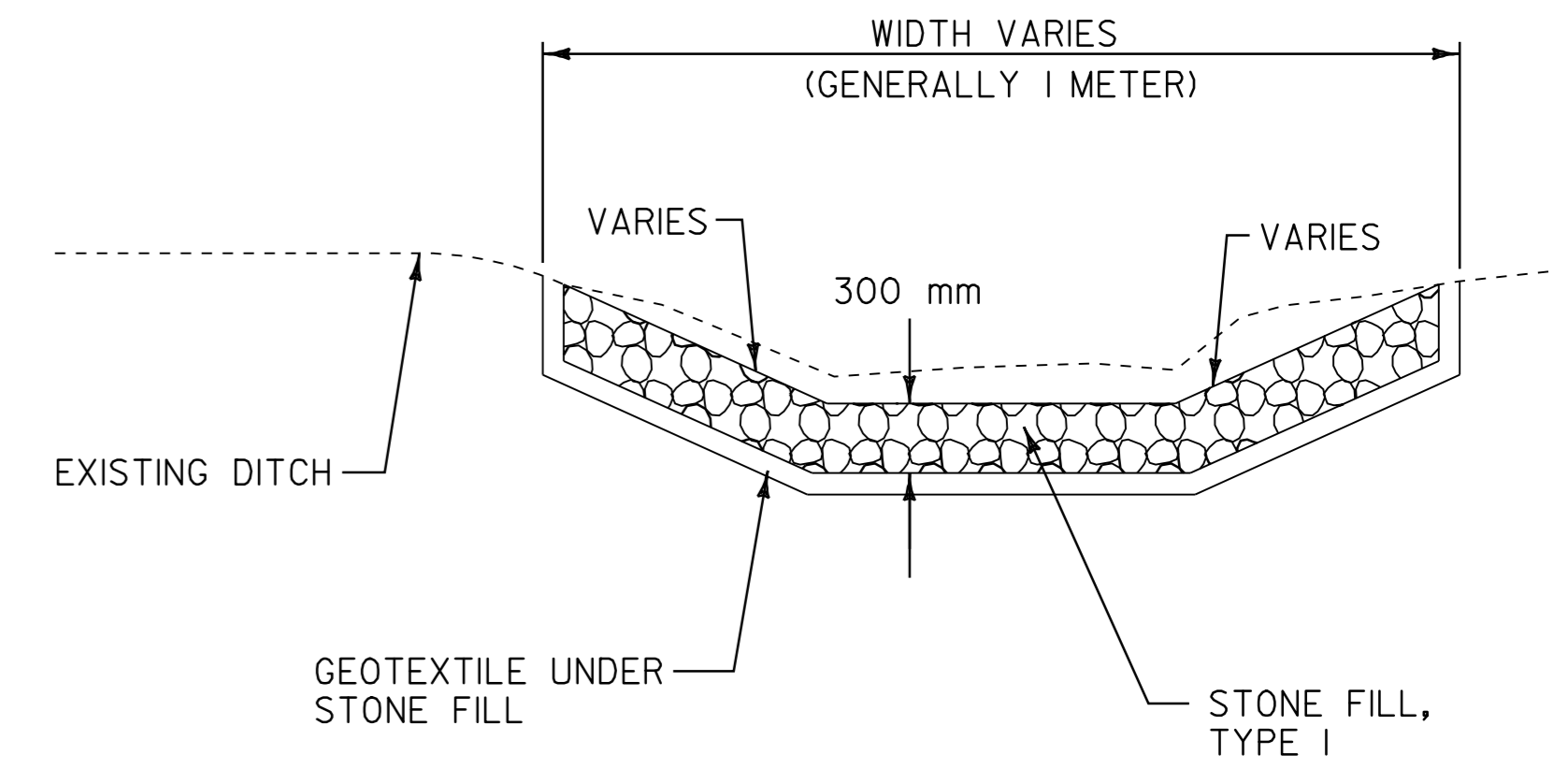
### ITEM DETAIL SUMMARY SHEET # 3

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd0861d3.1	DATE PLOTTED	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(IIS)		
SHEET	8 OF 32	SHEETS	

DATUM  
VERTICAL       N/A        
HORIZONTAL       N/A

LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS
SITE	STATION	STATION	POS.	PERCENT GRADE			654.10	613.10	649.31	
				0-2	2-5	> 5	EROS. MATT.	STONE FILL TYP. 1	GEOT. UNDER STONE FILL	
U.S. ROUTE 302 BARRE CITY:							m <sup>2</sup>	m <sup>3</sup>	m <sup>2</sup>	
1	5+237	5+292	LT	55			55			
SUBTOTAL				55			55			
ROUNDING				5			5			
TOTAL				60			60			

LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS
SITE	STATION	STATION	POS.	PERCENT GRADE			654.10	613.10	649.31	
				0-2	2-5	> 5	EROS. MATT.	STONE FILL TYP. 1	GEOT. UNDER STONE FILL	
							m <sup>2</sup>	m <sup>3</sup>	m <sup>2</sup>	



**DITCH DETAIL**  
NOT TO SCALE

**NOTES:**

- PIPE INLET AND OUTLET AREAS, AND DITCH CLEANING THROUGH PROJECT SHALL BE PERFORMED AT LOCATIONS AND AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).
- AN ESTIMATED QUANTITY OF EROSION MATTING AND STONE FILL, TYPE 1 HAS BEEN INCLUDED. EROSION MATTING SHALL BE USED IN ALL DITCHES WITH A GRADE BETWEEN 0 AND 5 PERCENT AND STONE FILL, TYPE 1 SHALL BE USED IN ALL DITCHES WITH A GRADE GREATER THAN 5 PERCENT OR AS DIRECTED BY THE RESIDENT ENGINEER.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

**DITCH  
CLEANING  
DETAIL  
SHEET**

PROJECT:	BARRE CITY	PROJECT NO.:	ST-STP 2102(1)S
DESIGN FILE NAME:	/pave/98d086/zd086.dgn	PLOT DATE:	25-APR-2006 14:5
IPARM FILE NAME:	zd086dt1.l	SURVEY DATE:	N/A
SURVEYED BY:	N/A	DRAWN BY:	C.A.K.
SQUAD LEADER:	D.E.G.	SHEET:	9 OF 32

**646.40 DURABLE 100 mm WHITE LINE**

- BARRE CITY:  
 STA. 3+419.1 - STA. 3+512.0 RT, EDGE LINE  
 STA. 3+419.1 - STA. 3+512.0 RT, HATCHED SHOULDER (240.0 m)  
 STA. 3+420.9 - STA. 3+460.0 3.6 m LT, SOLID LINE (LANE LINE)  
 STA. 3+420.9 - STA. 3+460.0 7.2 m LT, SOLID LINE (LANE LINE)  
 STA. 3+460.0 - STA. 3+490.0 3.6 m LT, DOTTED LINE  
 STA. 3+460.0 - STA. 3+490.0 7.2 m LT, DOTTED LINE  
 STA. 3+460.0 - STA. 3+490.0 LT, EDGE LINE  
 STA. 3+460.0 - STA. 3+490.0 LT, HATCHED SHOULDER (35.0 m)  
 STA. 3+490.0 - STA. 3+508.9 LT, PARKING SPACES  
 STA. 3+508.9 - STA. 3+512.0 LT, EDGE LINE  
 STA. 3+508.9 - STA. 3+512.0 LT, HATCHED SHOULDER (3.5 m)  
 STA. 3+518.0 - STA. 3+522.2 LT, EDGE LINE  
 STA. 3+518.0 - STA. 3+522.2 LT, HATCHED SHOULDER (4.8 m)  
 STA. 3+521.0 - STA. 3+540.0 RT, EDGE LINE  
 STA. 3+522.2 - STA. 3+540.0 LT, PARKING SPACE  
 STA. 3+528.3 - STA. 3+540.0 LT, EDGE LINE  
 STA. 3+528.3 - STA. 3+540.0 LT, HATCHED SHOULDER (17.0 m)

**646.60 TEMPORARY 100 mm WHITE LINE**

- BARRE CITY:  
 STA. 3+419.1 - STA. 3+512.0 RT, EDGE LINE  
 STA. 3+420.9 - STA. 3+460.0 3.6 m LT, SOLID LINE (LANE LINE)  
 STA. 3+420.9 - STA. 3+460.0 7.2 m LT, SOLID LINE (LANE LINE)  
 STA. 3+460.0 - STA. 3+490.0 3.6 m LT, DOTTED LINE  
 STA. 3+460.0 - STA. 3+490.0 7.2 m LT, DOTTED LINE  
 STA. 3+460.0 - STA. 3+490.0 LT, EDGE LINE  
 STA. 3+490.0 - STA. 3+508.9 LT, PARKING SPACES  
 STA. 3+508.9 - STA. 3+512.0 LT, EDGE LINE  
 STA. 3+518.0 - STA. 3+522.2 LT, EDGE LINE  
 STA. 3+518.0 - STA. 3+522.2 LT, HATCHED SHOULDER (4.8 m)  
 STA. 3+521.0 - STA. 3+540.0 RT, EDGE LINE  
 STA. 3+522.2 - STA. 3+540.0 LT, PARKING SPACE  
 STA. 3+528.3 - STA. 3+540.0 LT, EDGE LINE  
 STA. 3+528.3 - STA. 3+540.0 LT, HATCHED SHOULDER (17.0 m)

**646.41 DURABLE 100 mm YELLOW LINE**

- (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED  
 BARRE CITY:  
 STA. 3+420.9 - STA. 3+460.0 LT S C RT S  
 STA. 3+460.0 - STA. 3+507.0 DOUBLE SOLID LT & RT, MEDIAN TAPER  
 STA. 3+515.0 - STA. 3+540.0 LT & RT, RAISED ISLAND

**646.61 TEMPORARY 100 mm YELLOW LINE**

- (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED  
 BARRE CITY:  
 STA. 3+420.9 - STA. 3+460.0 LT S C RT S  
 STA. 3+460.0 - STA. 3+507.0 DOUBLE SOLID LT & RT, MEDIAN TAPER  
 STA. 3+515.0 - STA. 3+540.0 LT & RT, RAISED ISLAND

**646.43 DURABLE 200 mm YELLOW LINE**

- BARRE CITY:  
 STA. 3+460.0 - STA. 3+507.0 HATCHED MEDIAN (110.0 m)

**646.46 DURABLE 600 mm STOP BAR**

- BARRE CITY:  
 STA. 3+420.6 LT  
 STA. 3+508.370 RT, CHURCH STREET

**646.66 TEMPORARY 600 mm STOP BAR**

- BARRE CITY:  
 STA. 3+420.6 LT  
 STA. 3+508.370 RT, CHURCH STREET

**646.50 DURABLE LETTER OR SYMBOL**

- BARRE CITY:  
 STA. 3+423.6 LT, ARROW (3 EA)  
 STA. 3+427.6 LT, "O,N,L,Y" (2 SETS) (8 EA)  
 STA. 3+454.7 LT, ARROW (3 EA)  
 STA. 3+458.7 LT, "O,N,L,Y" (2 SETS) (8 EA)  
 STA. 3+525.3 LT, HANDICAP SYMBOL (1EA)

**646.70 TEMPORARY LETTER OR SYMBOL**

- BARRE CITY:  
 STA. 3+423.6 LT, ARROW (6 EA)  
 STA. 3+454.7 LT, ARROW (6 EA)

**646.51 DURABLE CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**

- BARRE CITY:  
 STA. 3+417.9

**646.71 TEMPORARY CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**

- BARRE CITY:  
 STA. 3+417.9

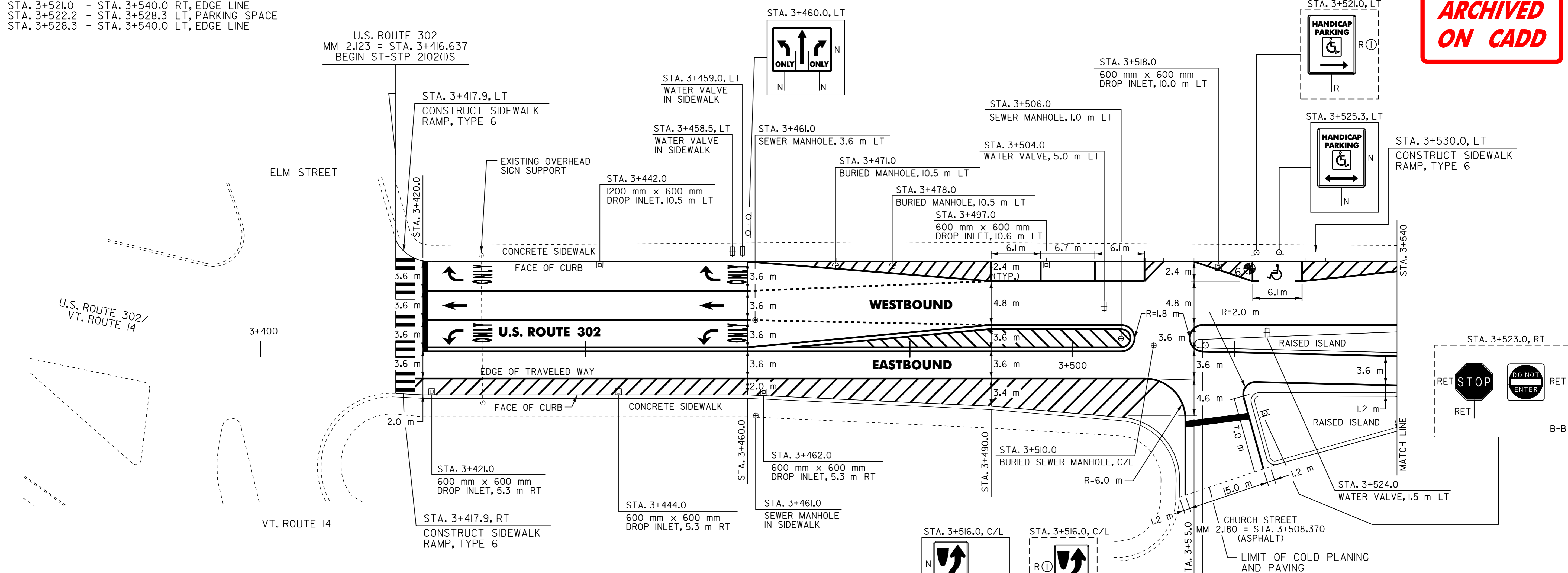
**646.81 PAINTED CURB**

- BARRE CITY:  
 STA. 3+419.1 - STA. 3+463.6 LT  
 STA. 3+419.1 - STA. 3+510.0 RT  
 STA. 3+470.6 - STA. 3+490.0 LT  
 STA. 3+508.9 - STA. 3+512.0 LT  
 STA. 3+515.0 - STA. 3+540.0 LT & RT, RAISED ISLAND  
 STA. 3+518.0 - STA. 3+522.2 LT  
 STA. 3+522.0 - STA. 3+540.0 RT, RAISED ISLAND  
 STA. 3+528.3 - STA. 3+540.0 LT

**675.50 REMOVING SIGNS**

AS SHOWN - 3

ARCHIVED  
ON CADD



**604.40 CHANGE ELEVATION OF DI, CB OR MH**

- BARRE CITY:  
~~STA. 3+421.0 RT~~  
 STA. 3+444.0 RT ✓  
 STA. 3+462.0 RT ✓  
 STA. 3+497.0 LT ✓  
~~STA. 3+518.0 LT~~

**604.43 REHABILITATION OF SEWER MANHOLE (NON GOVERNMENT PARTICIPATING)**

- BARRE CITY:  
 STA. 3+471.0 LT  
 STA. 3+478.0 LT  
 STA. 3+510.0 C/L

**604.412 REHABING DI, CB OR MH, CLASS I**

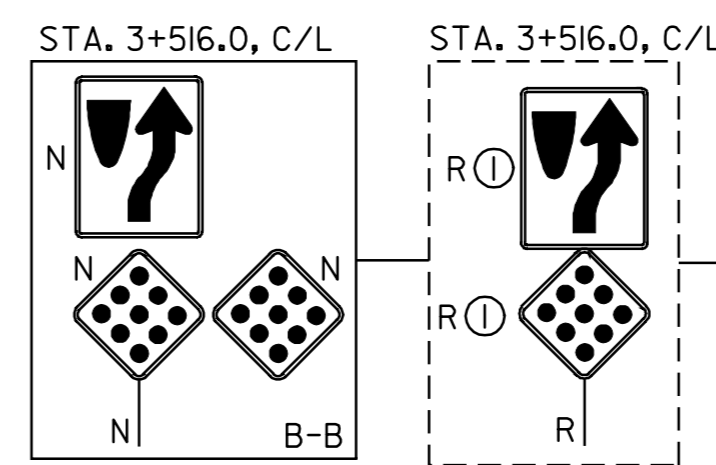
- BARRE CITY:  
 3 + 518 LT  
 STA. 3+442.0 LT 3 + 421 RT

**629.20 ADJUST ELEVATION OF VALVE BOX**

- BARRE CITY:  
~~STA. 3+504.0 LT~~ 3 + 505 LT  
~~STA. 3+524.0 LT~~

**604.42 CHANGE ELEVATION OF SEWER MANHOLE**

- BARRE CITY:  
 STA. 3+461.0 LT ✓  
 STA. 3+506.0 LT ✓



**SIGN LEGEND**

- R= REMOVE
- S= SALVAGE
- N= NEW
- RET= RETAIN
- B-B= BACK TO BACK
- EXISTING=
- NEW=
- Ⓢ= SIGN TO BE RETURNED TO THE CITY OF BARRE

#	TOTAL DEPTH (mm)	PCC	COMMENTS
6	163	YES	

PAVING PROJECT LAYOUT # 1

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd086p01.i	DATE PLOTTED	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(IIS)		
SHEET 10 OF 32	SHEETS		

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

**646.40 DURABLE 100 mm WHITE LINE**  
 BARRE CITY:  
 STA. 3+540.0 - STA. 3+546.0 LT, EDGE LINE  
 STA. 3+540.0 - STA. 3+546.0 LT, HATCHED SHOULDER (3.0 m)  
 STA. 3+540.0 - STA. 3+542.0 RT, EDGE LINE

**646.41 DURABLE 100 mm YELLOW LINE**  
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED  
 BARRE CITY:  
 STA. 3+589.0 - STA. 3+680.0 LT & RT, RAISED ISLAND  
 STA. 3+540.0 - STA. 3+552.0 DOUBLE SOLID LT & RT, HATCHED MEDIAN  
 STA. 3+552.0 - STA. 3+560.0 DOUBLE SOLID LT, CHURCH STREET  
 STA. 3+553.432 - STA. 3+560.0 LT & RT, RAISED ISLAND  
 STA. 3+560.0 - STA. 3+570.0 DOUBLE SOLID RT, SPAULDING STREET  
 STA. 3+572.744 - STA. 3+589.0 DOUBLE SOLID LT & RT, MEDIAN TAPER  
 STA. 3+577.0 - STA. 3+589.0 DOUBLE SOLID LT, ACADEMY STREET

**646.43 DURABLE 200 mm YELLOW LINE**  
 BARRE CITY:  
 STA. 3+552.0 - STA. 3+560.0, HATCHED MEDIAN (21.0 m)  
 STA. 3+577.0 - STA. 3+589.0, HATCHED MEDIAN (23.0 m)

**646.70 TEMPORARY LETTER OR SYMBOL**  
 BARRE CITY:  
 STA. 3+545.0 RT, CHURCH STREET "Y,I,E,L,D" (10 EA)  
 STA. 3+553.432 LT, CHURCH STREET "S,T,O,P" (8 EA)  
 STA. 3+572.744 RT, SPAULDING STREET "S,T,O,P" (8 EA)  
 STA. 3+593.665 LT, ACADEMY STREET "S,T,O,P" (8 EA)

**646.42 DURABLE 200 mm WHITE LINE**  
 BARRE CITY:  
 STA. 3+542.0 - STA. 3+560.0 RT, EDGELINE  
 STA. 3+542.0 - STA. 3+560.0 RT, GORELINE  
 STA. 3+542.0 - STA. 3+560.0 RT, GORE HATCHING (35.0)

**646.41 DURABLE 100 mm YELLOW LINE**  
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED  
 BARRE CITY:  
 STA. 3+589.0 - STA. 3+680.0 LT & RT, RAISED ISLAND  
 STA. 3+540.0 - STA. 3+552.0 DOUBLE SOLID LT & RT, HATCHED MEDIAN  
 STA. 3+552.0 - STA. 3+560.0 DOUBLE SOLID LT, CHURCH STREET  
 STA. 3+553.432 - STA. 3+560.0 LT & RT, RAISED ISLAND  
 STA. 3+560.0 - STA. 3+570.0 DOUBLE SOLID RT, SPAULDING STREET  
 STA. 3+572.744 - STA. 3+589.0 DOUBLE SOLID LT & RT, MEDIAN TAPER  
 STA. 3+577.0 - STA. 3+589.0 DOUBLE SOLID LT, ACADEMY STREET

**646.66 TEMPORARY 600 mm STOP BAR**  
 BARRE CITY:  
 STA. 3+553.432 LT, CHURCH STREET  
 STA. 3+572.744 RT, SPAULDING STREET  
 STA. 3+593.665 LT, ACADEMY STREET

**646.51 DURABLE CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**  
 BARRE CITY:  
 STA. 3+553.432 LT, CHURCH STREET  
 STA. 3+572.744 RT, SPAULDING STREET  
 STA. 3+584.0  
 STA. 3+593.665 LT, ACADEMY STREET

**646.62 TEMPORARY 200 mm WHITE LINE**  
 BARRE CITY:  
 STA. 3+542.0 - STA. 3+560.0 RT, EDGELINE  
 STA. 3+542.0 - STA. 3+560.0 RT, GORELINE

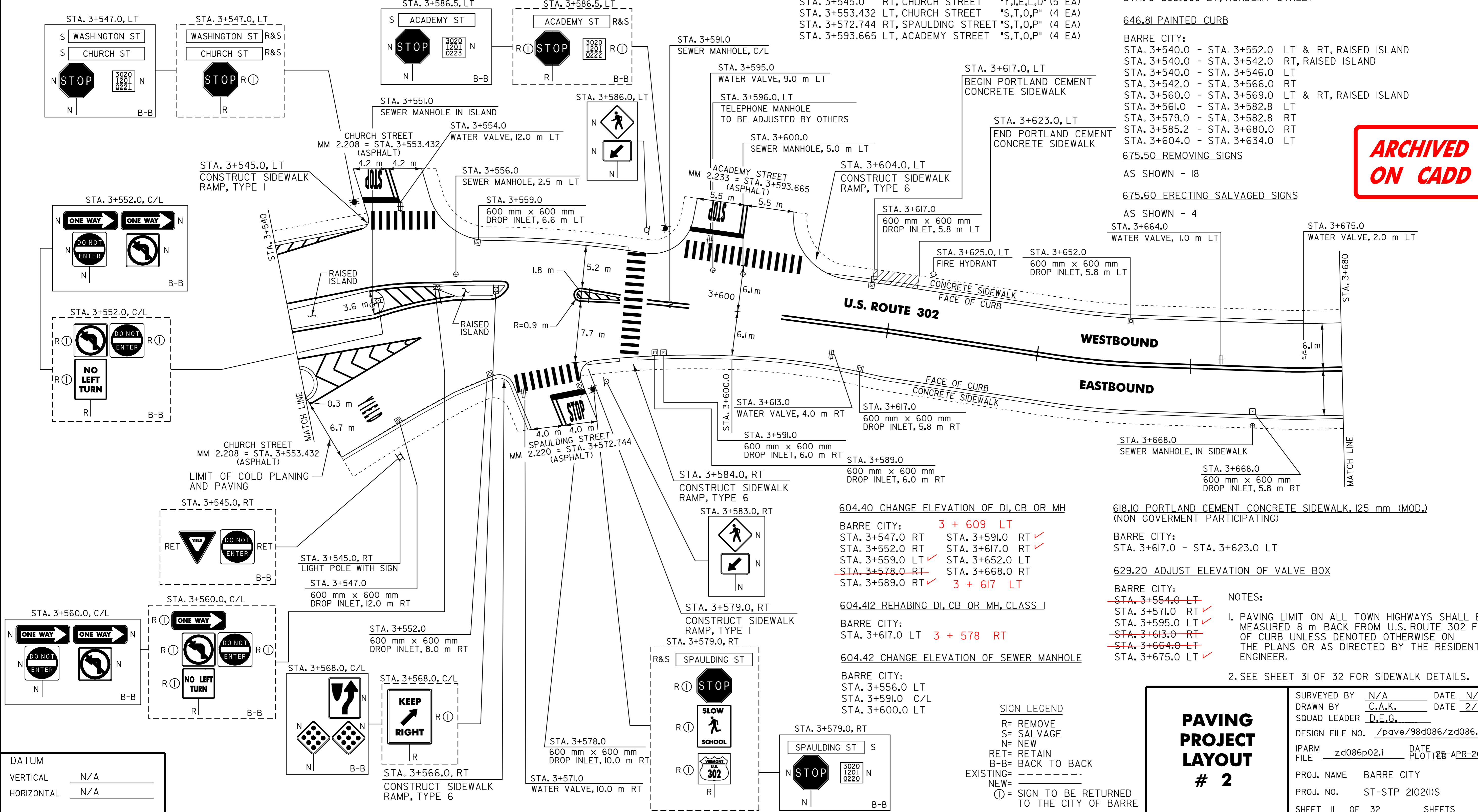
**646.41 DURABLE 100 mm YELLOW LINE**  
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED  
 BARRE CITY:  
 STA. 3+589.0 - STA. 3+680.0 LT & RT, RAISED ISLAND  
 STA. 3+540.0 - STA. 3+552.0 DOUBLE SOLID LT & RT, HATCHED MEDIAN  
 STA. 3+552.0 - STA. 3+560.0 DOUBLE SOLID LT, CHURCH STREET  
 STA. 3+553.432 - STA. 3+560.0 LT & RT, RAISED ISLAND  
 STA. 3+560.0 - STA. 3+570.0 DOUBLE SOLID RT, SPAULDING STREET  
 STA. 3+572.744 - STA. 3+589.0 DOUBLE SOLID LT & RT, MEDIAN TAPER  
 STA. 3+577.0 - STA. 3+589.0 DOUBLE SOLID LT, ACADEMY STREET

**646.50 DURABLE LETTER OR SYMBOL**  
 BARRE CITY:  
 STA. 3+545.0 RT, CHURCH STREET "Y,I,E,L,D" (5 EA)  
 STA. 3+553.432 LT, CHURCH STREET "S,T,O,P" (4 EA)  
 STA. 3+572.744 RT, SPAULDING STREET "S,T,O,P" (4 EA)  
 STA. 3+593.665 LT, ACADEMY STREET "S,T,O,P" (4 EA)

**646.71 TEMPORARY CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**  
 BARRE CITY:  
 STA. 3+553.432 LT, CHURCH STREET  
 STA. 3+572.744 RT, SPAULDING STREET  
 STA. 3+584.0  
 STA. 3+593.665 LT, ACADEMY STREET

**646.81 PAINTED CURB**  
 BARRE CITY:  
 STA. 3+540.0 - STA. 3+552.0 LT & RT, RAISED ISLAND  
 STA. 3+540.0 - STA. 3+542.0 RT, RAISED ISLAND  
 STA. 3+540.0 - STA. 3+546.0 LT  
 STA. 3+542.0 - STA. 3+566.0 RT  
 STA. 3+560.0 - STA. 3+569.0 LT & RT, RAISED ISLAND  
 STA. 3+561.0 - STA. 3+582.8 LT  
 STA. 3+579.0 - STA. 3+582.8 RT  
 STA. 3+585.2 - STA. 3+680.0 RT  
 STA. 3+604.0 - STA. 3+634.0 LT

ARCHIVED  
ON CADD



**675.50 REMOVING SIGNS**  
 AS SHOWN - 18

**675.60 ERECTING SALVAGED SIGNS**  
 AS SHOWN - 4  
 STA. 3+664.0 WATER VALVE, 1.0 m LT  
 STA. 3+675.0 WATER VALVE, 2.0 m LT

**604.40 CHANGE ELEVATION OF DI, CB OR MH**  
 BARRE CITY:  
 STA. 3+547.0 RT 3 + 609 LT  
 STA. 3+552.0 RT STA. 3+591.0 RT ✓  
 STA. 3+559.0 LT STA. 3+617.0 RT ✓  
 STA. 3+559.0 LT STA. 3+652.0 LT  
 STA. 3+578.0 RT STA. 3+668.0 RT  
 STA. 3+589.0 RT ✓ 3 + 617 LT

**618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 125 mm (MOD.)**  
 (NON GOVERNMENT PARTICIPATING)  
 BARRE CITY:  
 STA. 3+617.0 - STA. 3+623.0 LT

**629.20 ADJUST ELEVATION OF VALVE BOX**  
 BARRE CITY:  
~~STA. 3+554.0 LT~~ NOTES:  
 STA. 3+571.0 RT ✓  
 STA. 3+595.0 LT ✓  
~~STA. 3+613.0 RT~~ 1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 302 FACE OF CURB UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.  
~~STA. 3+664.0 LT~~  
 STA. 3+675.0 LT ✓  
 2. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

**SIGN LEGEND**  
 R= REMOVE  
 S= SALVAGE  
 N= NEW  
 RET= RETAIN  
 B-B= BACK TO BACK  
 EXISTING= -----  
 NEW= -----  
 ⊙ = SIGN TO BE RETURNED TO THE CITY OF BARRE

PAVING PROJECT LAYOUT # 2

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd086p02.i	DATE PLOTTED	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(IIS)		
SHEET II OF 32	SHEETS		

**646.41 DURABLE 100 mm YELLOW LINE**  
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED  
 BARRE CITY:  
 STA. 3+680.0 - STA. 3+860.0  
 STA. 3+767.474  
 LT CL RT  
 S S S  
 DOUBLE SOLID RT, PERRY STREET

**646.50 DURABLE LETTER OR SYMBOL**  
 BARRE CITY:  
 STA. 3+767.474 RT, PERRY STREET, "S,T,O,P" (4 EA)  
**646.70 TEMPORARY LETTER OR SYMBOL**  
 BARRE CITY:  
 STA. 3+767.474 RT, PERRY STREET, "S,T,O,P" (8 EA)

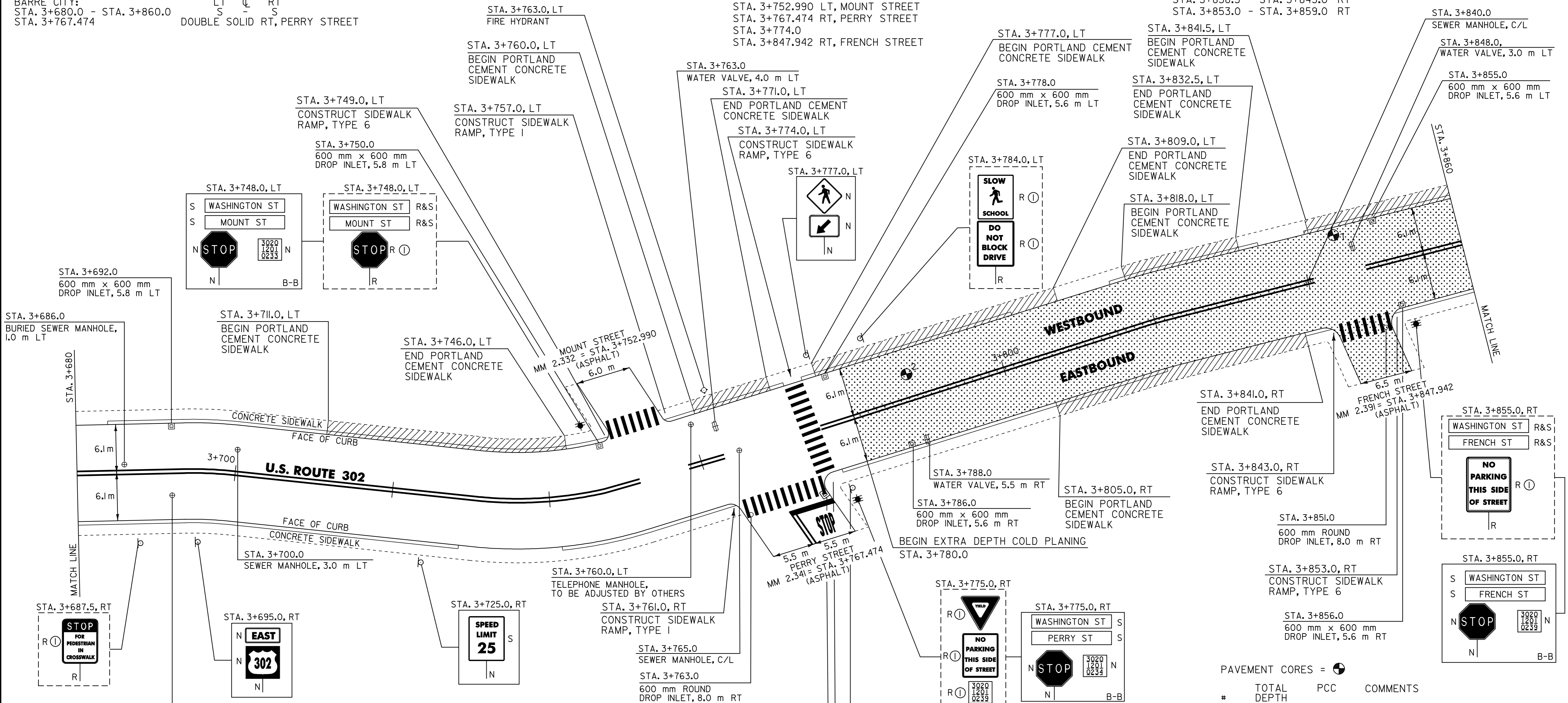
**646.51 DURABLE CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**  
 BARRE CITY:  
 STA. 3+752.990 LT, MOUNT STREET  
 STA. 3+767.474 RT, PERRY STREET  
 STA. 3+774.0  
 STA. 3+847.942 RT, FRENCH STREET

**646.81 PAINTED CURB**  
 BARRE CITY:  
 STA. 3+680.0 - STA. 3+729.0 RT  
 STA. 3+683.0 - STA. 3+719.0 LT  
 STA. 3+741.0 - STA. 3+761.0 RT  
 STA. 3+741.5 - STA. 3+749.0 LT  
 STA. 3+757.0 - STA. 3+772.8 LT  
 STA. 3+775.2 - STA. 3+819.0 RT  
 STA. 3+775.2 - STA. 3+781.2 LT  
 STA. 3+838.5 - STA. 3+843.0 RT  
 STA. 3+853.0 - STA. 3+859.0 RT

**675.50 REMOVING SIGNS**  
 AS SHOWN - 15  
**675.60 ERECTING SALVAGED SIGNS**  
 AS SHOWN - 7

**646.61 TEMPORARY 100 mm YELLOW LINE**  
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED  
 BARRE CITY:  
 STA. 3+680.0 - STA. 3+860.0  
 STA. 3+767.474  
 LT CL RT  
 S S S  
 DOUBLE SOLID RT, PERRY STREET

**646.71 TEMPORARY CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**  
 BARRE CITY:  
 STA. 3+752.990 LT, MOUNT STREET  
 STA. 3+767.474 RT, PERRY STREET  
 STA. 3+774.0  
 STA. 3+847.942 RT, FRENCH STREET



**604.40 CHANGE ELEVATION OF DI, CB OR MH**  
 BARRE CITY:  
 STA. 3+692.0 LT ✓  
~~STA. 3+772.0 RT~~  
 STA. 3+786.0 RT ✓  
~~STA. 3+856.0 RT~~

**604.43 REHABILITATION OF SEWER MANHOLE**  
 (NON GOVERNMENT PARTICIPATING)  
 BARRE CITY:  
 STA. 3+686.0 LT

**604.412 REHABING DI, CB OR MH, CLASS I**  
 BARRE CITY:  
 STA. 3+750.0 LT ✓ 3 + 856 RT  
 STA. 3+763.0 RT ✓ 3 + 772 RT  
 STA. 3+778.0 LT ✓  
 STA. 3+851.0 RT ✓  
 STA. 3+855.0 LT ✓

**618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 125 mm (MOD.)**  
 (NON GOVERNMENT PARTICIPATING)  
 BARRE CITY:  
 STA. 3+711.0 - STA. 3+746.0 LT  
 STA. 3+760.0 - STA. 3+771.0 LT  
 STA. 3+777.0 - STA. 3+809.0 LT  
 STA. 3+805.0 - STA. 3+841.0 RT  
 STA. 3+818.0 - STA. 3+832.5 LT  
 STA. 3+841.5 - STA. 3+860.0 LT

**604.42 CHANGE ELEVATION OF SEWER MANHOLE**  
 BARRE CITY:  
 STA. 3+692.0 RT ✓ STA. 3+840.0 C/L ✓  
 STA. 3+700.0 LT  
 STA. 3+765.0 C/L

**629.20 ADJUST ELEVATION OF VALVE BOX**  
 BARRE CITY:  
 STA. 3+763.0 LT ✓ 3 + 767 LT  
~~STA. 3+788.0 RT~~  
 STA. 3+848.0 LT ✓

PAVEMENT CORES =

#	TOTAL DEPTH (mm)	PCC	COMMENTS
2	165	YES	
7	188	YES	

NOTES:  
 1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 302 FACE OF CURB UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.  
 2. SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.

ARCHIVED  
ON CADD

**SIGN LEGEND**  
 R= REMOVE  
 S= SALVAGE  
 N= NEW  
 RET= RETAIN  
 B-B= BACK TO BACK  
 EXISTING= - - - - -  
 NEW= \_\_\_\_\_  
 ① = SIGN TO BE RETURNED TO THE CITY OF BARRE

PAVING PROJECT LAYOUT # 3

SURVEYED BY N/A DATE N/A  
 DRAWN BY C.A.K. DATE 2/02  
 SQUAD LEADER D.E.G.  
 DESIGN FILE NO. /pave/98d086/zd086.dgn  
 IPARM FILE zd086p03.1 DATE 25-APR-2006 14 PLOTTED  
 PROJ. NAME BARRE CITY  
 PROJ. NO. ST-STP 2102(IIS)  
 SHEET 12 OF 32 SHEETS

**646.40 DURABLE 100 mm WHITE LINE**

BARRE CITY:  
STA. 4+010.0 - STA. 4+040.0 RT, DOTTED LINE

**646.60 TEMPORARY 100 mm WHITE LINE**

BARRE CITY:  
STA. 4+010.0 - STA. 4+040.0 RT, DOTTED LINE

**646.43 DURABLE 200 mm YELLOW LINE**

BARRE CITY:  
STA. 3+990.0 - STA. 4+040.0 HATCHED MEDIAN (55.0 m)

**646.41 DURABLE 100 mm YELLOW LINE**

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

BARRE CITY:  
STA. 3+860.0 - STA. 3+978.0 LT S  
STA. 3+918.753 DOUBLE SOLID RT, COLLEGE STREET  
STA. 3+955.768 DOUBLE SOLID LT, BOLSTER AVENUE  
STA. 3+984.736 DOUBLE SOLID RT, LIBERTY STREET  
STA. 3+990.0 - STA. 4+040.0 DOUBLE SOLID LT & RT (MEDIAN TAPER)

**646.61 TEMPORARY 100 mm YELLOW LINE**

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

BARRE CITY:  
STA. 3+860.0 - STA. 3+978.0 LT S  
STA. 3+918.753 DOUBLE SOLID RT, COLLEGE STREET  
STA. 3+955.768 DOUBLE SOLID LT, BOLSTER AVENUE  
STA. 3+984.736 DOUBLE SOLID RT, LIBERTY STREET  
STA. 3+990.0 - STA. 4+040.0 DOUBLE SOLID LT & RT (MEDIAN TAPER)

**646.46 DURABLE 600 mm STOP BAR**

BARRE CITY:  
STA. 3+918.753 RT, COLLEGE STREET  
STA. 3+955.768 LT, BOLSTER AVENUE  
STA. 3+984.736 RT, LIBERTY STREET

**646.66 TEMPORARY 600 mm STOP BAR**

BARRE CITY:  
STA. 3+918.753 RT, COLLEGE STREET  
STA. 3+955.768 LT, BOLSTER AVENUE  
STA. 3+984.736 RT, LIBERTY STREET

**646.50 DURABLE LETTER OR SYMBOL**

BARRE CITY:  
STA. 3+918.753 RT, COLLEGE STREET, "S,T,O,P" (4 EA)  
STA. 3+955.768 LT, BOLSTER AVENUE, "S,T,O,P" (4 EA)  
STA. 3+963.9 RT, "S,I,G,N,A,L" (6 EA)  
STA. 3+976.1 RT, "A,H,E,A,D" (5 EA)  
STA. 3+984.736 RT, LIBERTY STREET, "S,T,O,P" (4 EA)

**646.70 TEMPORARY LETTER OR SYMBOL**

BARRE CITY:  
STA. 3+918.753 RT, COLLEGE STREET, "S,T,O,P" (8 EA)  
STA. 3+955.768 LT, BOLSTER AVENUE, "S,T,O,P" (8 EA)  
STA. 3+963.9 RT, "S,I,G,N,A,L" (12 EA)  
STA. 3+976.1 RT, "A,H,E,A,D" (10 EA)  
STA. 3+984.736 RT, LIBERTY STREET, "S,T,O,P" (8 EA)

**646.51 DURABLE CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**

BARRE CITY:  
STA. 3+878.519 LT, HIGHLAND AVENUE  
STA. 3+918.753 RT, COLLEGE STREET  
STA. 3+955.768 LT, BOLSTER AVENUE  
STA. 3+984.736 RT, LIBERTY STREET

**646.71 TEMPORARY CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**

BARRE CITY:  
STA. 3+878.519 LT, HIGHLAND AVENUE  
STA. 3+918.753 RT, COLLEGE STREET  
STA. 3+955.768 LT, BOLSTER AVENUE  
STA. 3+984.736 RT, LIBERTY STREET

**646.81 PAINTED CURB**

BARRE CITY:  
STA. 3+866.0 - STA. 3+872.0 LT  
STA. 3+885.0 - STA. 3+891.0 LT  
STA. 3+905.0 - STA. 3+911.0 RT  
STA. 3+926.5 - STA. 3+932.5 RT  
STA. 3+932.0 - STA. 3+949.5 LT  
STA. 3+962.1 - STA. 3+968.1 LT  
STA. 3+971.0 - STA. 3+978.0 RT  
STA. 3+991.5 - STA. 3+997.5 RT

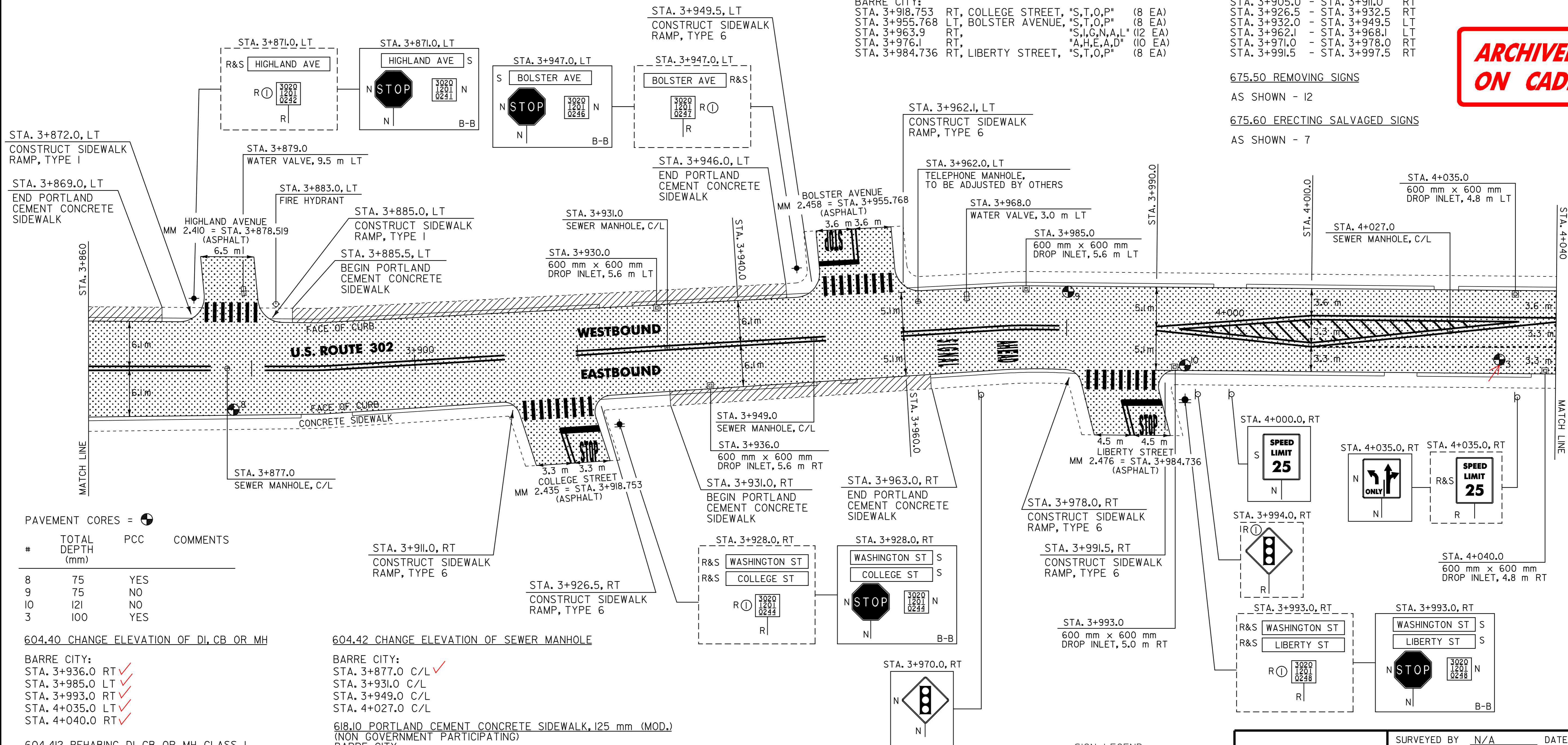
**675.50 REMOVING SIGNS**

AS SHOWN - 12

**675.60 ERECTING SALVAGED SIGNS**

AS SHOWN - 7

ARCHIVED  
ON CADD



PAVEMENT CORES =

#	TOTAL DEPTH (mm)	PCC	COMMENTS
8	75	YES	
9	75	NO	
10	121	NO	
3	100	YES	

**604.40 CHANGE ELEVATION OF DI, CB OR MH**

BARRE CITY:  
STA. 3+936.0 RT ✓  
STA. 3+985.0 LT ✓  
STA. 3+993.0 RT ✓  
STA. 4+035.0 LT ✓  
STA. 4+040.0 RT ✓

**604.412 REHABING DI, CB OR MH, CLASS 1**

BARRE CITY:  
STA. 3+930.0 LT ✓

**604.42 CHANGE ELEVATION OF SEWER MANHOLE**

BARRE CITY:  
STA. 3+877.0 C/L ✓  
STA. 3+931.0 C/L  
STA. 3+949.0 C/L  
STA. 4+027.0 C/L

**618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 125 mm (MOD.)**

(NON GOVERNMENT PARTICIPATING)  
BARRE CITY:  
STA. 3+860.0 - STA. 3+869.0 LT  
STA. 3+885.5 - STA. 3+946.0 LT  
STA. 3+931.0 - STA. 3+963.0 RT

**629.20 ADJUST ELEVATION OF VALVE BOX**

BARRE CITY:  
STA. 3+879.0 LT ✓  
STA. 3+968.0 LT ✓

**NOTES:**

- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 302 FACE OF CURB UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.

**SIGN LEGEND**  
R= REMOVE  
S= SALVAGE  
N= NEW  
RET= RETAIN  
B-B= BACK TO BACK  
EXISTING= \_\_\_\_\_  
NEW= \_\_\_\_\_  
Ⓢ = SIGN TO BE RETURNED TO THE CITY OF BARRE

**PAVING  
PROJECT  
LAYOUT  
# 4**

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd086p04.1	DATE PLOTTED	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(I)S		
SHEET 13 OF 32	SHEETS		

**DATUM**

VERTICAL	N/A
HORIZONTAL	N/A

**646.40 DURABLE 100 mm WHITE LINE**

BARRE CITY:  
 STA. 4+040.0 - STA. 4+103.0 RT, SOLID LINE (LANE LINE)  
 STA. 4+111.874 LT, HILL STREET (LANE LINE)  
 STA. 4+135.3 - STA. 4+170.0 LT, SOLID LINE (LANE LINE)  
 STA. 4+170.0 - STA. 4+200.0 LT, DOTTED LINE

**646.46 DURABLE 600 mm STOP BAR**

BARRE CITY:  
 STA. 4+103.3 RT  
 STA. 4+111.874 RT, HILL STREET  
 STA. 4+111.874 LT, HILL STREET  
 STA. 4+135.0 LT

**646.50 DURABLE LETTER OR SYMBOL**

BARRE CITY:  
 STA. 4+041.3 RT, "O,N,L,Y," (4 EA)  
 STA. 4+045.0 RT, ARROW (1EA)  
 STA. 4+069.0 RT, "O,N,L,Y," (4 EA)  
 STA. 4+072.7 RT, ARROW (1EA)  
 STA. 4+096.8 RT, "O,N,L,Y," (4 EA)  
 STA. 4+100.5 RT, ARROW (1EA)  
 STA. 4+111.874 LT, HILL STREET, "O,N,L,Y" (2 SETS) (8 EA)  
 STA. 4+111.874 RT, HILL STREET, ARROW (6 EA)  
 STA. 4+137.8 LT, ARROW (1EA)  
 STA. 4+141.5 LT, "O,N,L,Y," (4 EA)  
 STA. 4+165.0 LT, ARROW (1EA)  
 STA. 4+168.7 LT, "O,N,L,Y," (4 EA)

**646.70 TEMPORARY LETTER OR SYMBOL**

BARRE CITY:  
 STA. 4+045.0 RT, ARROW (2 EA)  
 STA. 4+100.5 RT, ARROW (2 EA)  
 STA. 4+111.874 LT, HILL STREET, ARROW (12 EA)  
 STA. 4+137.8 LT, ARROW (2 EA)  
 STA. 4+165.0 LT, ARROW (2 EA)

675.50 REMOVING SIGNS  
 AS SHOWN - 2

675.60 ERECTING SALVAGED SIGNS  
 AS SHOWN - 2

**646.60 TEMPORARY 100 mm WHITE LINE**

BARRE CITY:  
 STA. 4+040.0 - STA. 4+103.0 RT, SOLID LINE (LANE LINE)  
 STA. 4+111.874 LT, HILL STREET (LANE LINE)  
 STA. 4+135.3 - STA. 4+170.0 LT, SOLID LINE (LANE LINE)  
 STA. 4+170.0 - STA. 4+200.0 LT, DOTTED LINE

**646.66 TEMPORARY 600 mm STOP BAR**

BARRE CITY:  
 STA. 4+103.3 RT  
 STA. 4+111.874 RT, HILL STREET  
 STA. 4+111.874 LT, HILL STREET  
 STA. 4+135.0 LT

**646.43 DURABLE 200 mm YELLOW LINE**

BARRE CITY:  
 STA. 4+170.0 - STA. 4+220.0 HATCHED MEDIAN (85.0 m)

**646.41 DURABLE 100 mm YELLOW LINE**

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

BARRE CITY:  
 STA. 4+040.0 - STA. 4+103.0 DOUBLE SOLID LT & RT  
 STA. 4+111.874 DOUBLE SOLID RT, HILL STREET  
 STA. 4+111.874 DOUBLE SOLID LT, HILL STREET  
 STA. 4+135.3 - STA. 4+170.0 DOUBLE SOLID RT  
 STA. 4+170.0 - STA. 4+220.0 DOUBLE SOLID LT & RT, (MEDIAN TAPER)

**646.61 TEMPORARY 100 mm YELLOW LINE**

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

BARRE CITY:  
 STA. 4+040.0 - STA. 4+103.0 DOUBLE SOLID LT & RT  
 STA. 4+111.874 DOUBLE SOLID RT, HILL STREET  
 STA. 4+111.874 DOUBLE SOLID LT, HILL STREET  
 STA. 4+135.3 - STA. 4+170.0 DOUBLE SOLID RT  
 STA. 4+170.0 - STA. 4+220.0 DOUBLE SOLID LT & RT, (MEDIAN TAPER)

**646.51 DURABLE CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**

BARRE CITY:  
 STA. 4+106.0  
 STA. 4+111.874 RT, HILL STREET  
 STA. 4+111.874 LT, HILL STREET  
 STA. 4+133.0

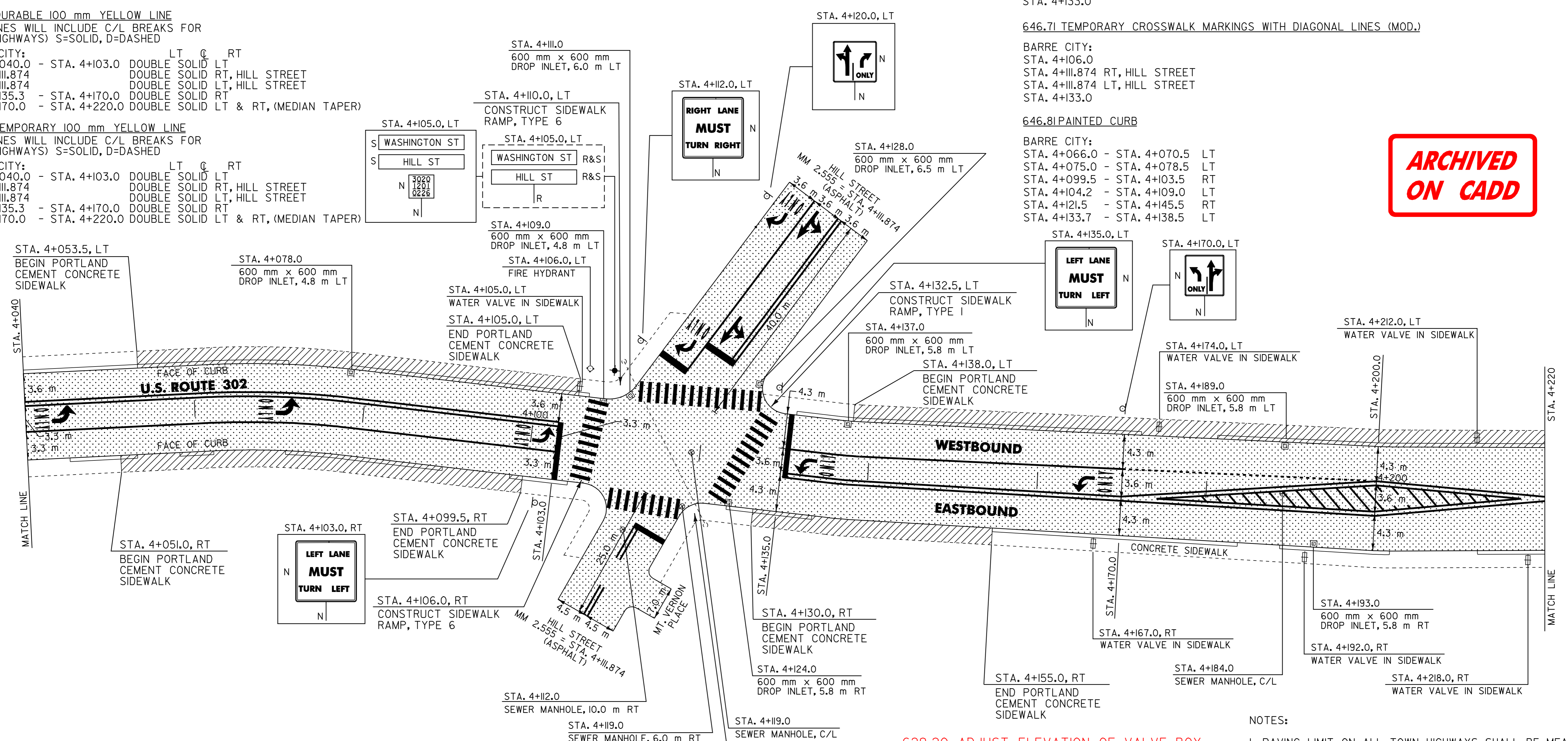
**646.71 TEMPORARY CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**

BARRE CITY:  
 STA. 4+106.0  
 STA. 4+111.874 RT, HILL STREET  
 STA. 4+111.874 LT, HILL STREET  
 STA. 4+133.0

**646.81 PAINTED CURB**

BARRE CITY:  
 STA. 4+066.0 - STA. 4+070.5 LT  
 STA. 4+075.0 - STA. 4+078.5 LT  
 STA. 4+099.5 - STA. 4+103.5 RT  
 STA. 4+104.2 - STA. 4+109.0 LT  
 STA. 4+121.5 - STA. 4+145.5 RT  
 STA. 4+133.7 - STA. 4+138.5 LT

**ARCHIVED ON CADD**



**604.40 CHANGE ELEVATION OF DI, CB OR MH**

BARRE CITY:  
 STA. 4+078.0 LT ✓  
 STA. 4+109.0 LT ✓  
 STA. 4+111.0 LT ✓  
 STA. 4+124.0 RT ✓  
 STA. 4+128.0 LT ✓  
 STA. 4+137.0 LT ✓  
 STA. 4+189.0 LT ✓  
 STA. 4+193.0 RT ✓

**604.42 CHANGE ELEVATION OF SEWER MANHOLE**

BARRE CITY:  
 STA. 4+112.0 RT ✓  
 STA. 4+119.0 RT ✓  
 STA. 4+119.0 C/L  
 STA. 4+184.0 C/L

**618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 125 mm (MOD.) (NON GOVERNMENT PARTICIPATING)**

BARRE CITY:  
 STA. 4+051.0 - STA. 4+099.5 RT  
 STA. 4+053.5 - STA. 4+105.0 LT  
 STA. 4+130.0 - STA. 4+155.0 RT  
 STA. 4+138.0 - STA. 4+220.0 LT

**629.20 ADJUST ELEVATION OF VALVE BOX (NON GOVERNMENT PARTICIPATING)**

BARRE CITY:  
 STA. 4+105.0 LT ✓  
 STA. 4+174.0 LT ✓  
 STA. 4+212.0 LT ✓

**629.20 ADJUST ELEVATION OF VALVE BOX**

4 + 118.5 CL  
 4 + 112 RT  
 4 + 110 RT

- NOTES:
- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 302 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
  - SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.
  - SEE SHEET 22 OF 32 FOR TRAFFIC SIGNAL LAYOUT SHEET.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

**SIGN LEGEND**  
 R= REMOVE  
 S= SALVAGE  
 N= NEW  
 RET= RETAIN  
 B-B= BACK TO BACK  
 EXISTING= -----  
 NEW= \_\_\_\_\_  
 ⓪ = SIGN TO BE RETURNED TO THE CITY OF BARRE

**PAVING PROJECT LAYOUT # 5**

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd086p05.1	DATE PLOTTED	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(1)S		
SHEET 14	OF 32	SHEETS	

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

BARRE CITY:  
STA. 4+220.0 - STA. 4+400.0 LT S C RT S

**646.50 DURABLE LETTER OR SYMBOL**

BARRE CITY:  
STA. 4+263.9 LT, "A,H,E,A,D" (5 EA)  
STA. 4+276.1 LT, "S,I,G,N,A,L" (6 EA)  
STA. 4+370.0 RT, "S,C,H,O,O,L" (6 EA)

**646.51 DURABLE CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**

BARRE CITY:  
STA. 4+296.0  
STA. 4+301.777 RT, FREEDOM WAY  
STA. 4+325.917 LT, CHARLES STREET

**646.81 PAINTED CURB**

BARRE CITY:  
STA. 4+288.8 - STA. 4+294.8 RT  
STA. 4+291.0 - STA. 4+294.8 LT  
STA. 4+307.5 - STA. 4+317.0 RT  
STA. 4+297.2 - STA. 4+319.7 LT  
STA. 4+327.0 - STA. 4+339.0 RT  
STA. 4+332.0 - STA. 4+338.0 LT

**675.50 REMOVING SIGNS**

AS SHOWN - 10

**675.60 ERECTING SALVAGED SIGNS**

AS SHOWN - 5

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

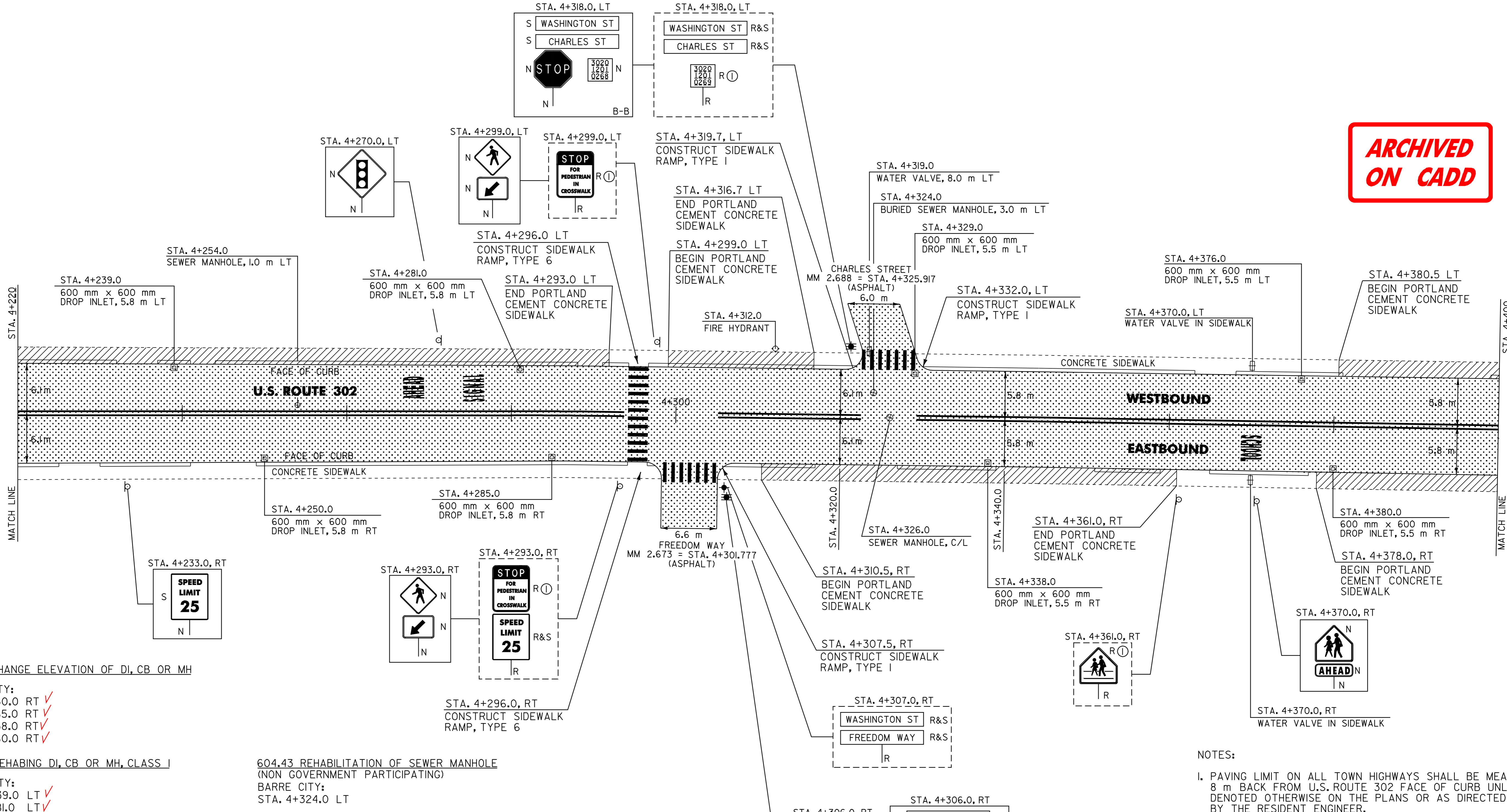
BARRE CITY:  
STA. 4+220.0 - STA. 4+400.0 LT S C RT S

**646.70 TEMPORARY LETTER OR SYMBOL**

BARRE CITY:  
STA. 4+263.9 LT, "A,H,E,A,D" (10 EA)  
STA. 4+276.1 LT, "S,I,G,N,A,L" (12 EA)  
STA. 4+370.0 RT, "S,C,H,O,O,L" (12 EA)

**646.71 TEMPORARY CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)**

BARRE CITY:  
STA. 4+296.0  
STA. 4+301.777 RT, FREEDOM WAY  
STA. 4+325.917 LT, CHARLES STREET



ARCHIVED  
ON CADD

**604.40 CHANGE ELEVATION OF DI, CB OR MH**

BARRE CITY:  
STA. 4+250.0 RT ✓  
STA. 4+285.0 RT ✓  
STA. 4+338.0 RT ✓  
STA. 4+380.0 RT ✓

**604.412 REHABING DI, CB OR MH, CLASS 1**

BARRE CITY:  
STA. 4+239.0 LT ✓  
STA. 4+281.0 LT ✓  
STA. 4+329.0 LT ✓  
STA. 4+376.0 LT ✓

**604.42 CHANGE ELEVATION OF SEWER MANHOLE**

BARRE CITY:  
STA. 4+254.0 LT  
STA. 4+326.0 C/L

**604.43 REHABILITATION OF SEWER MANHOLE**  
(NON GOVERNMENT PARTICIPATING)

BARRE CITY:  
STA. 4+324.0 LT

**618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 125 mm (MOD.)**  
(NON GOVERNMENT PARTICIPATING)

BARRE CITY:  
STA. 4+220.0 - STA. 4+293.0 LT  
STA. 4+299.0 - STA. 4+316.7 LT  
STA. 4+310.5 - STA. 4+361.0 RT  
STA. 4+378.0 - STA. 4+400.0 RT  
STA. 4+380.5 - STA. 4+400.0 LT

**629.20 ADJUST ELEVATION OF VALVE BOX**

BARRE CITY:  
STA. 4+319.0 LT ✓

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

**SIGN LEGEND**  
 R= REMOVE  
 S= SALVAGE  
 N= NEW  
 RET= RETAIN  
 B-B= BACK TO BACK  
 EXISTING= -----  
 NEW= -----  
 (1) = SIGN TO BE RETURNED TO THE CITY OF BARRE

- NOTES:**
- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 302 FACE OF CURB UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
  - SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.

<h2 style="margin: 0;">PAVING PROJECT LAYOUT</h2> <h3 style="margin: 0;"># 6</h3>	SURVEYED BY <u>N/A</u> DATE <u>N/A</u>
	DRAWN BY <u>C.A.K.</u> DATE <u>2/02</u>
	SQUAD LEADER <u>D.E.G.</u>
	DESIGN FILE NO. <u>/pave/98d086/zd086.dgn</u>
	IPARM FILE <u>zd086p06.i</u> DATE <u>25-APR-2006 14</u>
PROJ. NAME <u>BARRE CITY</u>	PROJ. NO. <u>ST-STP 2102(I)S</u>
SHEET 15 OF 32	SHEETS

646.81 PAINTED CURB

BARRE CITY:  
 STA. 4+414.0 - STA. 4+420.0 LT  
 STA. 4+431.5 - STA. 4+437.5 LT  
 STA. 4+462.5 - STA. 4+472.0 RT  
 STA. 4+469.3 - STA. 4+475.3 LT  
 STA. 4+497.6 - STA. 4+503.6 LT  
 STA. 4+498.2 - STA. 4+504.2 RT  
 STA. 4+551.0 - STA. 4+557.0 LT  
 STA. 4+554.0 - STA. 4+560.0 RT  
 STA. 4+571.2 - STA. 4+577.2 LT  
 STA. 4+577.0 - STA. 4+580.0 RT

646.51 DURABLE CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)

BARRE CITY:  
 STA. 4+425.696 LT, CAMP STREET  
 STA. 4+476.0  
 STA. 4+483.632 LT, PATTERSON STREET  
 STA. 4+483.632 RT, WEST PATTERSON STREET  
 STA. 4+564.100 LT, NELSON STREET  
 STA. 4+568.928 RT, TROW STREET

646.71 TEMPORARY CROSSWALK MARKINGS WITH DIAGONAL LINES (MOD.)

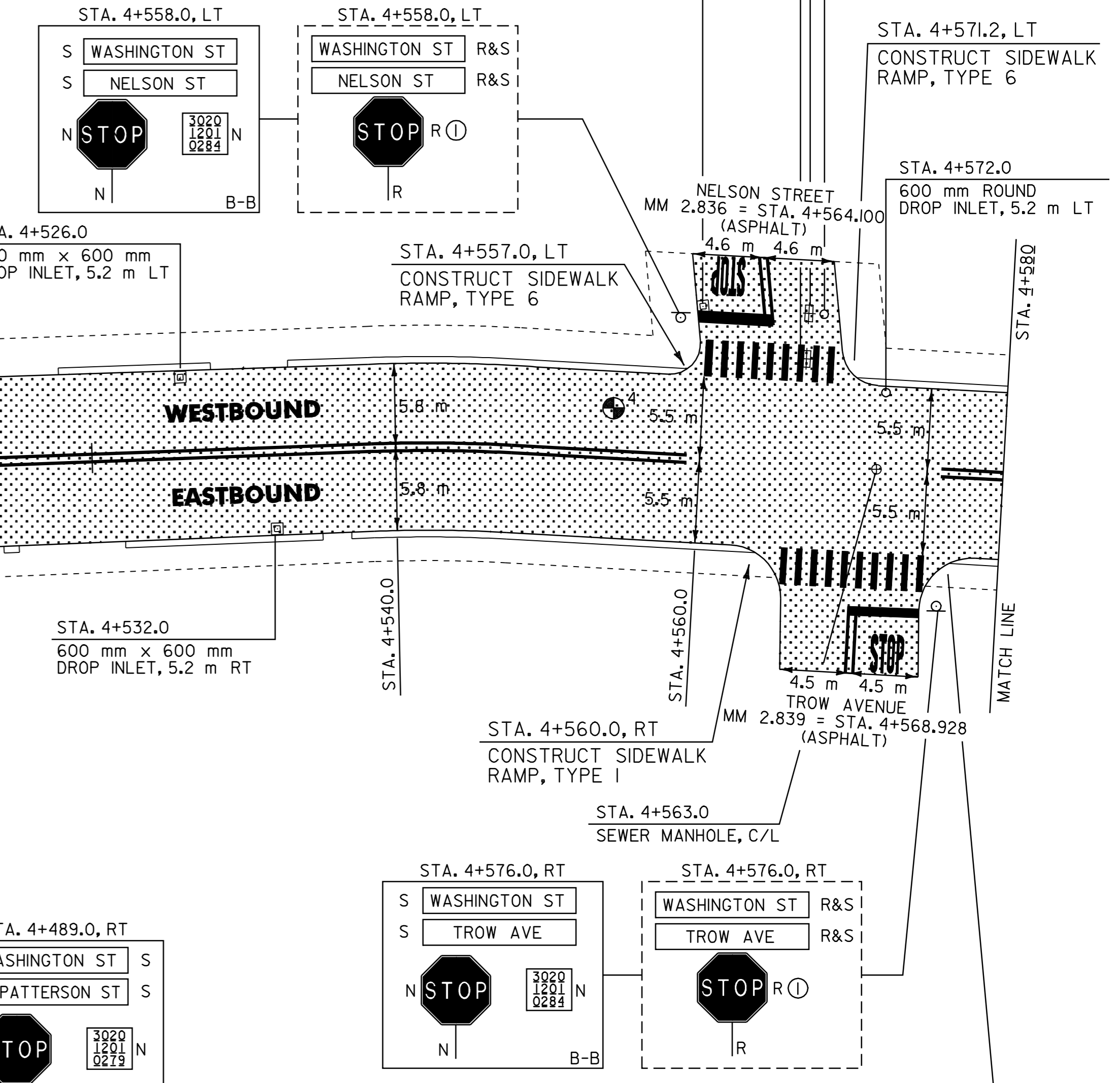
BARRE CITY:  
 STA. 4+425.696 LT, CAMP STREET  
 STA. 4+476.0  
 STA. 4+483.632 LT, PATTERSON STREET  
 STA. 4+483.632 RT, WEST PATTERSON STREET  
 STA. 4+564.100 LT, NELSON STREET  
 STA. 4+568.928 RT, TROW STREET

675.50 REMOVING SIGNS

AS SHOWN - 18

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 10



- NOTES:
- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 302 FACE OF CURB UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
  - SEE SHEET 31 OF 32 FOR SIDEWALK DETAILS.

**ARCHIVED  
ON CADD**

SIGN LEGEND

R= REMOVE  
 S= SALVAGE  
 N= NEW  
 RET= RETAIN  
 B-B= BACK TO BACK  
 EXISTING= \_\_\_\_\_  
 NEW= \_\_\_\_\_  
 ⊙ = SIGN TO BE RETURNED TO THE CITY OF BARRE

PAVEMENT CORES =

#	TOTAL DEPTH (mm)	PCC	COMMENTS
11	125	NO	
4	121	NO	

**PAVING PROJECT LAYOUT # 7**

SURVEYED BY N/A DATE N/A  
 DRAWN BY C.A.K. DATE 2/02  
 SQUAD LEADER D.E.G.  
 DESIGN FILE NO. /pave/98d086/zd086.dgn  
 IPARM FILE zd086p07.i DATE 25-APR-2006 14  
 PROJ. NAME BARRE CITY  
 PROJ. NO. ST-STP 2102(I)S  
 SHEET 16 OF 32 SHEETS

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

BARRE CITY:  
 STA. 4+400.0 - STA. 4+580.0 LT  
 STA. 4+425.696 DOUBLE SOLID LT, CAMP STREET  
 STA. 4+483.632 DOUBLE SOLID LT, PATTERSON STREET  
 STA. 4+483.632 DOUBLE SOLID RT, WEST PATTERSON STREET  
 STA. 4+564.100 DOUBLE SOLID LT, NELSON STREET  
 STA. 4+568.928 DOUBLE SOLID RT, TROW AVENUE

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

BARRE CITY:  
 STA. 4+400.0 - STA. 4+580.0 LT  
 STA. 4+425.696 DOUBLE SOLID LT, CAMP STREET  
 STA. 4+483.632 DOUBLE SOLID LT, PATTERSON STREET  
 STA. 4+483.632 DOUBLE SOLID RT, WEST PATTERSON STREET  
 STA. 4+564.100 DOUBLE SOLID LT, NELSON STREET  
 STA. 4+568.928 DOUBLE SOLID RT, TROW AVENUE

646.66 TEMPORARY 600 mm STOP BAR

BARRE CITY:  
 STA. 4+425.696 LT, CAMP STREET  
 STA. 4+483.632 LT, PATTERSON STREET  
 STA. 4+483.632 RT, WEST PATTERSON STREET  
 STA. 4+564.100 LT, NELSON STREET  
 STA. 4+568.928 RT, TROW STREET

646.66 TEMPORARY 600 mm STOP BAR

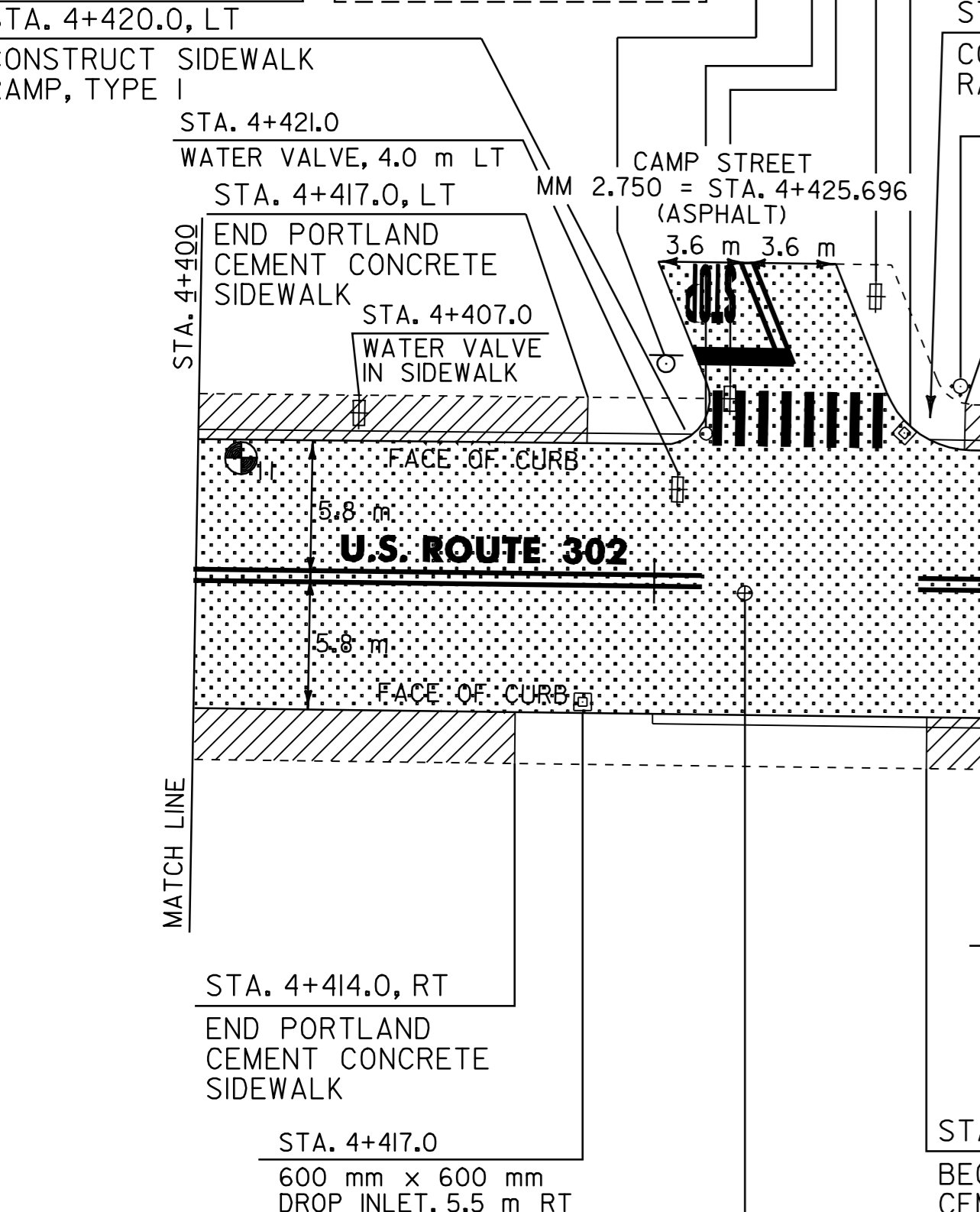
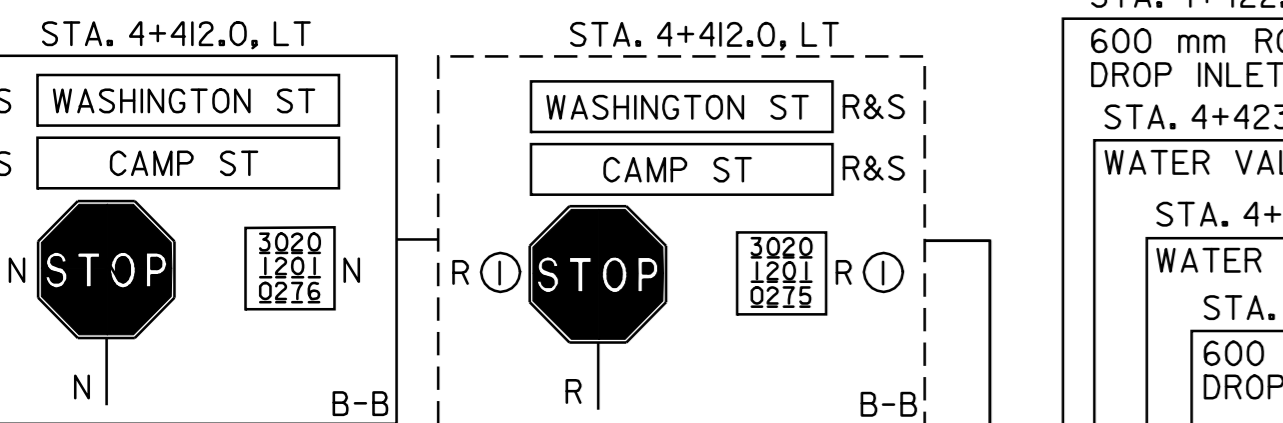
BARRE CITY:  
 STA. 4+425.696 LT, CAMP STREET  
 STA. 4+483.632 LT, PATTERSON STREET  
 STA. 4+483.632 RT, WEST PATTERSON STREET  
 STA. 4+564.100 LT, NELSON STREET  
 STA. 4+568.928 RT, TROW STREET

646.67 DURABLE LETTER OR SYMBOL

BARRE CITY:  
 STA. 4+425.696 LT, CAMP STREET, "S,T,O,P" (4 EA)  
 STA. 4+483.632 LT, PATTERSON STREET, "S,T,O,P" (4 EA)  
 STA. 4+483.632 RT, WEST PATTERSON STREET, "S,T,O,P" (4 EA)  
 STA. 4+564.100 LT, NELSON STREET, "S,T,O,P" (4 EA)  
 STA. 4+568.928 RT, TROW STREET, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL

BARRE CITY:  
 STA. 4+425.696 LT, CAMP STREET, "S,T,O,P" (8 EA)  
 STA. 4+483.632 LT, PATTERSON STREET, "S,T,O,P" (8 EA)  
 STA. 4+483.632 RT, WEST PATTERSON STREET, "S,T,O,P" (8 EA)  
 STA. 4+564.100 LT, NELSON STREET, "S,T,O,P" (8 EA)  
 STA. 4+568.928 RT, TROW STREET, "S,T,O,P" (8 EA)



604.40 CHANGE ELEVATION OF DI, CB OR MH

BARRE CITY:  
 STA. 4+417.0 RT ✓  
 STA. 4+428.0 LT ✓  
 STA. 4+455.0 RT ✓  
 STA. 4+471.0 LT ✓

604.412 REHABING DI, CB OR MH, CLASS I

BARRE CITY:  
 4 + 455 RT ✓  
 STA. 4+422.0 LT ✓  
 STA. 4+480.0 LT ✓  
 STA. 4+489.0 LT ✓  
 STA. 4+493.0 LT ✓  
 STA. 4+496.0 RT ✓  
 STA. 4+526.0 LT ✓  
 STA. 4+532.0 RT ✓  
 STA. 4+559.0 LT ✓  
 STA. 4+569.0 LT ✓  
 STA. 4+572.0 LT ✓

604.42 CHANGE ELEVATION OF SEWER MANHOLE

BARRE CITY:  
 STA. 4+424.0 RT ✓  
 STA. 4+488.0 C/L ✓  
 STA. 4+563.0 C/L ✓

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 125 mm (MOD.)  
 (NON GOVERNMENT PARTICIPATING)

BARRE CITY:  
 STA. 4+400.0 - STA. 4+417.0 LT  
 STA. 4+400.0 - STA. 4+414.0 RT  
 STA. 4+432.0 - STA. 4+470.0 RT  
 STA. 4+433.5 - STA. 4+473.5 LT

629.20 ADJUST ELEVATION OF VALVE BOX  
 (NON GOVERNMENT PARTICIPATING)

BARRE CITY:  
 STA. 4+421.0 LT ✓  
 STA. 4+423.0 LT ✓  
 STA. 4+568.0 LT ✓  
 STA. 4+568.2 LT ✓  
 4 + 487 RT ✓  
 4 + 492 LT ✓  
 4 + 566 RT ✓  
 4 + 488 RT ✓

629.20 ADJUST ELEVATION OF VALVE BOX  
 (NON GOVERNMENT PARTICIPATING)

BARRE CITY:  
 STA. 4+407.0 LT ✓  
 STA. 4+450.0 RT ✓

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

BARRE CITY:  
STA. 4+740.0 - STA. 4+760.0 LT & RT

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

BARRE CITY:  
STA. 4+740.0 - STA. 4+760.0 LT & RT

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

BARRE CITY:  
STA. 4+580.0 - STA. 4+760.0 LT S RT S  
STA. 4+729.862 DOUBLE SOLID LT, WATERMAN STREET

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

BARRE CITY:  
STA. 4+580.0 - STA. 4+760.0 LT S RT S  
STA. 4+729.862 DOUBLE SOLID LT, WATERMAN STREET

646.46 DURABLE 600 mm STOP BAR

BARRE CITY:  
STA. 4+729.862 LT, WATERMAN STREET

646.66 TEMPORARY 600 mm STOP BAR

BARRE CITY:  
STA. 4+729.862 LT, WATERMAN STREET

646.50 DURABLE LETTER OR SYMBOL

BARRE CITY:  
STA. 4+580.0 LT, 'S,C,H,O,O,L' (6 EA)  
STA. 4+729.862 LT, WATERMAN STREET, 'S,T,O,P' (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL

BARRE CITY:  
STA. 4+580.0 LT, 'S,C,H,O,O,L' (12 EA)  
STA. 4+729.862 LT, WATERMAN STREET, 'S,T,O,P' (8 EA)

646.81 PAINTED CURB

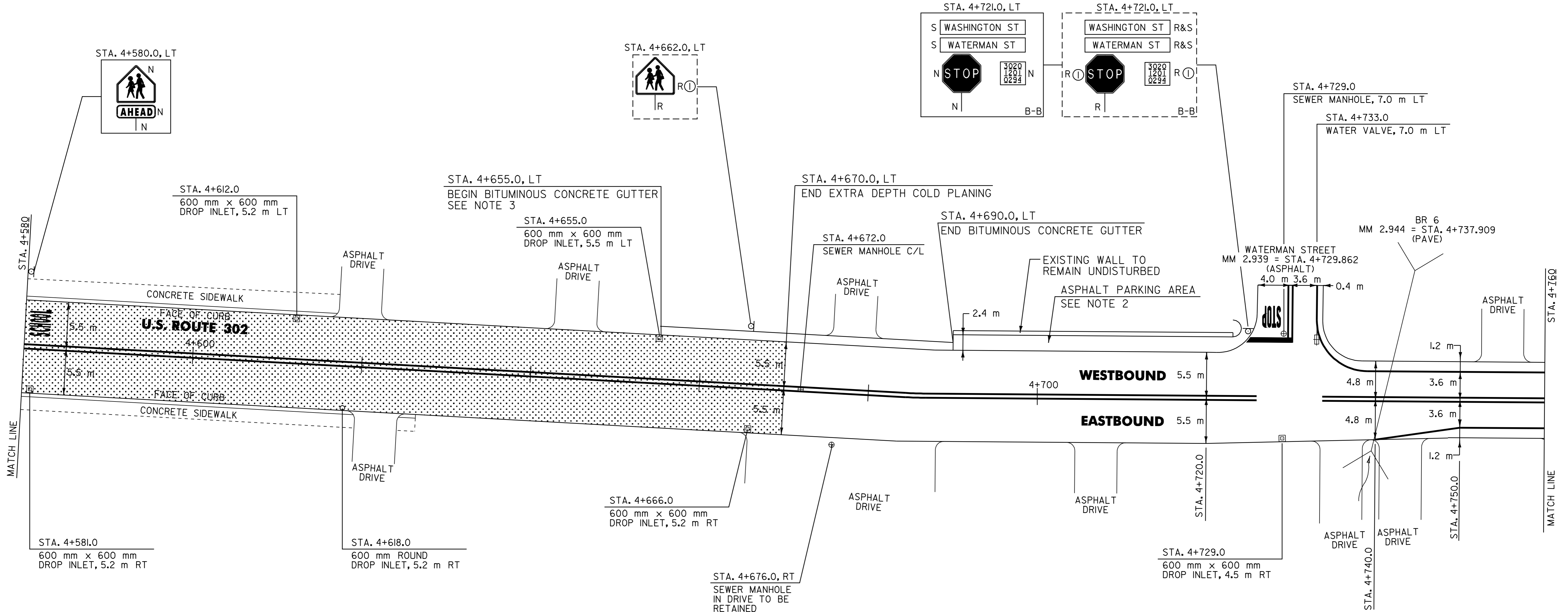
BARRE CITY:  
STA. 4+580.0 - STA. 4+583.0 RT

675.50 REMOVING SIGNS

AS SHOWN - 5

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 2



**ARCHIVED  
ON CADD**

NOTES:

- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM VT. ROUTE 302 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- COLD PLANE EXISTING ASPHALT PARKING AREA 40 mm AND PAVE WITH 40 mm TYPE IV. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID FOR UNDER ITEM 210.10 OR 608.25.
- SEE SHEET 3 OF 32 FOR BITUMINOUS CONCRETE GUTTER DETAIL.

604.40 CHANGE ELEVATION OF DI, CB OR MH

BARRE CITY:  
STA. 4+655.0 LT ✓  
STA. 4+729.0 RT ✓

604.412 REHABING DI, CB OR MH, CLASS I

BARRE CITY:  
STA. 4+581.0 RT ✓  
STA. 4+612.0 LT ✓  
STA. 4+618.0 RT ✓  
STA. 4+666.0 RT ✓

604.42 CHANGE ELEVATION OF SEWER MANHOLE

BARRE CITY:  
STA. 4+672.0 C/L ✓  
STA. 4+729.0 LT ✓

616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS

BARRE CITY:  
STA. 4+655.0 - STA. 4+690.0 LT (9.7 +)

629.20 ADJUST ELEVATION OF VALVE BOX

BARRE CITY:  
STA. 4+733.0 LT ✓

SIGN LEGEND

- R= REMOVE
- S= SALVAGE
- N= NEW
- RET= RETAIN
- B-B= BACK TO BACK
- EXISTING= -----
- NEW= \_\_\_\_\_
- ⊙ = SIGN TO BE RETURNED TO THE CITY OF BARRE

**PAVING  
PROJECT  
LAYOUT  
# 8**

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd086p08.i	DATE	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(IIS)		
SHEET 17 OF 32	SHEETS		

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

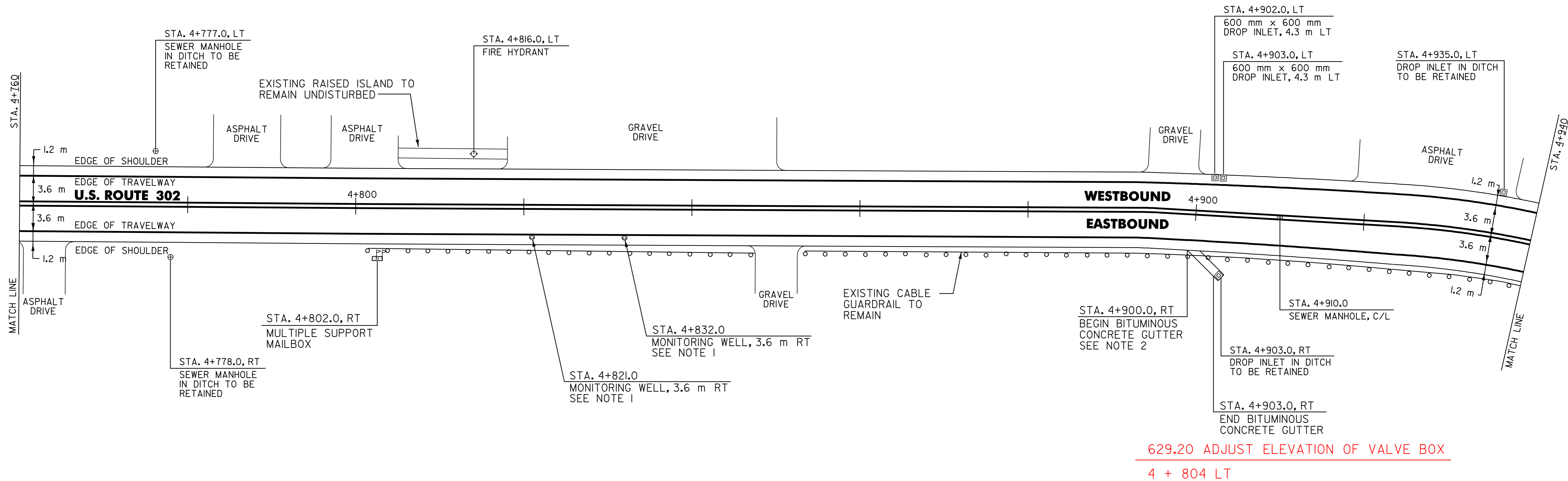
646.40 DURABLE 100 mm WHITE LINE  
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)  
 BARRE CITY:  
 STA. 4+760.0 - STA. 4+940.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE  
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED  
 BARRE CITY:  
 STA. 4+760.0 - STA. 4+940.0 LT S C RT S

646.60 TEMPORARY 100 mm WHITE LINE  
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)  
 BARRE CITY:  
 STA. 4+760.0 - STA. 4+940.0 LT & RT

646.61 TEMPORARY 100 mm YELLOW LINE  
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED  
 BARRE CITY:  
 STA. 4+760.0 - STA. 4+940.0 LT S C RT S

ARCHIVED  
ON CADD



629.20 ADJUST ELEVATION OF VALVE BOX  
 4 + 804 LT

- NOTES:
- EXISTING MONITORING WELLS IN PAVEMENT TO REMAIN UNDISTURBED.
  - PLACE 1-40 mm TYPE IV BITUMINOUS CONCRETE PAVEMENT LIFT ON THE EXISTING BITUMINOUS CONCRETE GUTTER. PAYMENT FOR THIS WORK WILL BE UNDER ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS.

604.40 CHANGE ELEVATION OF DI, CB OR MH  
 BARRE CITY:  
 STA. 4+902.0 LT  
 STA. 4+903.0 LT

604.42 CHANGE ELEVATION OF SEWER MANHOLE  
 BARRE CITY:  
 STA. 4+910.0 C/L

616.35 TREATED TIMBER CURB  
 BARRE CITY:  
 STA. 4+870.0 - STA. 4+900.0 RT (30.0 m)  
 STA. 4+905.0 - STA. 4+940.0 RT (35.0 m)

627.12 RELOCATE MAILBOX, MULTIPLE SUPPORT  
 BARRE CITY:  
 STA. 4+802.0 RT

616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS  
 BARRE CITY:  
 STA. 4+900.0 - STA. 4+903.0 RT (0.6 m)

621.17 CABLE GUARDRAIL (MOD.)  
 BARRE CITY:  
 STA. 4+807.1 - STA. 4+837.1 RT (30.0 m)

621.65 ANCHOR FOR CABLE RAIL  
 BARRE CITY:  
 STA. 4+807.1 RT  
 STA. 4+837.1 RT

621.81 REMOVAL AND DISPOSAL OF GUARDRAIL  
 BARRE CITY:  
 STA. 4+802.0 - STA. 4+846.0 RT (44.0 m)

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

PAVING  
PROJECT  
LAYOUT  
# 9

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd086p09.1	DATE PLOTTED	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(IIS)		
SHEET 18 OF 32	SHEETS		

646.40 DURABLE 100 mm WHITE LINE  
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)  
 BARRE CITY:  
 STA. 4+940.0 - STA. 5+120.0 LT & RT

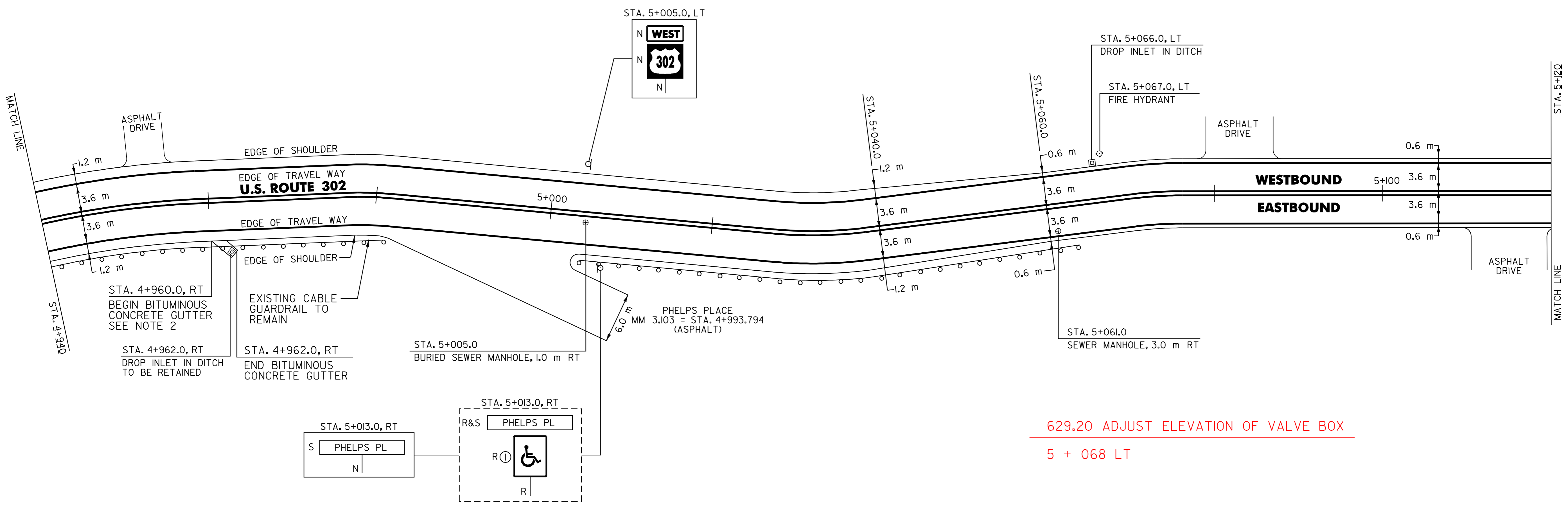
646.60 TEMPORARY 100 mm WHITE LINE  
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)  
 BARRE CITY:  
 STA. 4+940.0 - STA. 5+120.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE  
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED  
 BARRE CITY:  
 STA. 4+940.0 - STA. 5+120.0 LT S C RT S

646.61 TEMPORARY 100 mm YELLOW LINE  
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED  
 BARRE CITY:  
 STA. 4+940.0 - STA. 5+120.0 LT S C RT S

675.50 REMOVING SIGNS  
 AS SHOWN - 2

675.60 ERECTING SALVAGED SIGNS  
 AS SHOWN - 1



629.20 ADJUST ELEVATION OF VALVE BOX  
 5 + 068 LT

**ARCHIVED  
ON CADD**

604.412 REHABING DI, CB OR MH, CLASS 1  
 BARRE CITY:  
 STA. 5+066.0 LT

604.42 CHANGE ELEVATION OF SEWER MANHOLE  
 BARRE CITY:  
 STA. 5+061.0 RT

604.43 REHABILITATION OF SEWER MANHOLE (NON GOVERNMENT PARTICIPATING)  
 BARRE CITY:  
 STA. 5+005.0 RT

616.35 TREATED TIMBER CURB  
 BARRE CITY:  
 STA. 4+940.0 - STA. 4+960.0 RT (20.0 m)

616.47 BITUMINOUS CONCRETE GUTTERS AND ISLANDS  
 BARRE CITY:  
 STA. 4+960.0 - STA. 4+962.0 RT (0.4 t)

621.20 STEEL BEAM GUARDRAIL WITH 2.4 m POSTS (MOD.)  
 BARRE CITY:  
 STA. 5+021.2 - STA. 5+055.4 RT (34.2 m)

621.505 MANUFACTURED TERMINAL SECTION  
 BARRE CITY:  
 STA. 5+006.0 - STA. 5+021.2 RT

621.505 MANUFACTURED TERMINAL SECTION (FLARED)  
 BARRE CITY:  
 STA. 5+055.4 - STA. 5+066.7 RT

621.81 REMOVAL AND DISPOSAL OF GUARDRAIL  
 BARRE CITY:  
 STA. 5+006.0 - STA. 5+066.0 RT (60.0 m)

NOTES:

- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 302 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- PLACE 1-40 mm TYPE IV BITUMINOUS CONCRETE PAVEMENT LIFT ON THE EXISTING BITUMINOUS CONCRETE GUTTER. PAYMENT FOR THIS WORK WILL BE UNDER ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS.

SIGN LEGEND  
 R= REMOVE  
 S= SALVAGE  
 N= NEW  
 RET= RETAIN  
 B-B= BACK TO BACK  
 EXISTING= -----  
 NEW= \_\_\_\_\_  
 ① = SIGN TO BE RETURNED TO THE CITY OF BARRE

<b>PAVING PROJECT LAYOUT # 10</b>	SURVEYED BY <u>N/A</u> DATE <u>N/A</u>
	DRAWN BY <u>C.A.K.</u> DATE <u>2/02</u>
	SQUAD LEADER <u>D.E.G.</u>
	DESIGN FILE NO. <u>/pave/98d086/zd086.dgn</u>
	IPARM FILE <u>zd086p10.i</u> DATE <u>25-APR-2006 14</u> PLOTTER
PROJ. NAME <u>BARRE CITY</u>	
PROJ. NO. <u>ST-STP 2102(I)S</u>	
SHEET 19 OF 32 SHEETS	

DATUM  
 VERTICAL N/A  
 HORIZONTAL N/A

**621.81 REMOVAL AND DISPOSAL OF GUARDRAIL**

BARRE CITY:  
STA. 5+248.0 - STA. 5+300.0 RT (52.0 m)

**621.20 STEEL BEAM GUARDRAIL WITH 2.4 m POSTS (MOD.)**

BARRE CITY:  
STA. 5+250.9 - STA. 5+300.0 RT (49.1m)

**621.505 MANUFACTURED TERMINAL SECTION (FLARED)**

BARRE CITY:  
STA. 5+239.5 - STA. 5+250.9 RT

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

BARRE CITY:  
STA. 5+120.0 - STA. 5+300.0 LT & RT

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

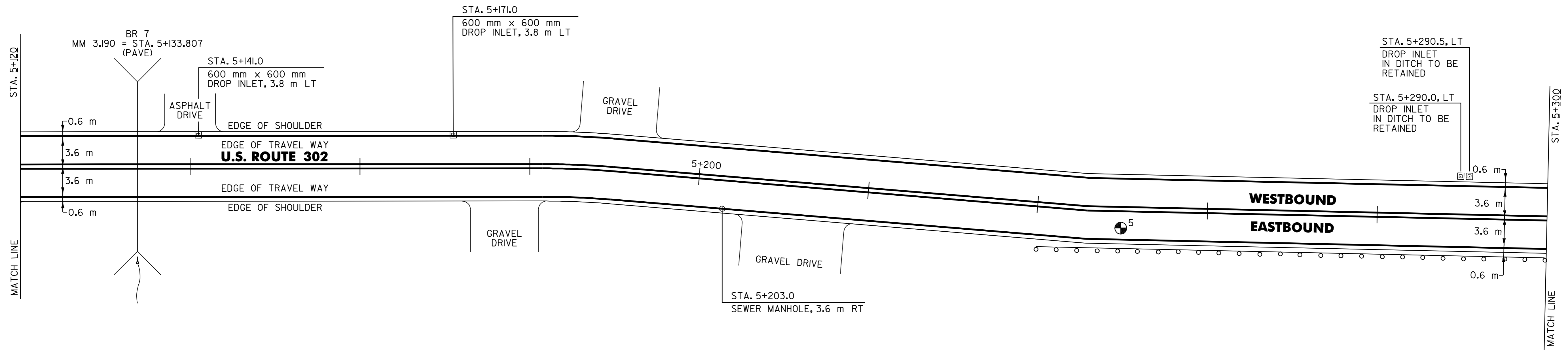
BARRE CITY:  
STA. 5+120.0 - STA. 5+300.0 LT & RT

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

BARRE CITY:  
STA. 5+120.0 - STA. 5+300.0 LT C RT S - S

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

BARRE CITY:  
STA. 5+120.0 - STA. 5+300.0 LT C RT S - S



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PAVEMENT CORES =

#	TOTAL DEPTH (mm)	PCC	COMMENTS
5	140	YES	

**604.40 CHANGE ELEVATION OF DI, CB OR MH**

BARRE CITY:  
STA. 5+141.0 LT

**604.41 REHABING DI, CB OR MH, CLASS 1**

BARRE CITY:  
STA. 5+171.0 LT ✓

**604.42 CHANGE ELEVATION OF SEWER MANHOLE**

BARRE CITY:  
STA. 5+203.0 RT

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

PAVING  
PROJECT  
LAYOUT  
# 11

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd086p11.1	DATE PLOTTED	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(I)S		
SHEET 20 OF 32	SHEETS		

621.81 REMOVAL AND DISPOSAL OF GUARDRAIL

BARRE CITY:  
STA. 5+300.0 - STA. 5+478.0 RT (122.0 m)

621.20 STEEL BEAM GUARDRAIL WITH 2.4 m POSTS (MOD.)

BARRE CITY:  
STA. 5+300.0 - STA. 5+478.9 RT (178.9 m)

621.60 ANCHOR FOR STEEL BEAM GUARD RAIL

BARRE CITY:  
STA. 5+478.9 RT

646.40 DURABLE 100 mm WHITE LINE

(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

BARRE CITY:  
STA. 5+300.0 - STA. 5+421.880 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE

(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

BARRE CITY:  
STA. 5+300.0 - STA. 5+421.880 LT & RT

646.41 DURABLE 100 mm YELLOW LINE

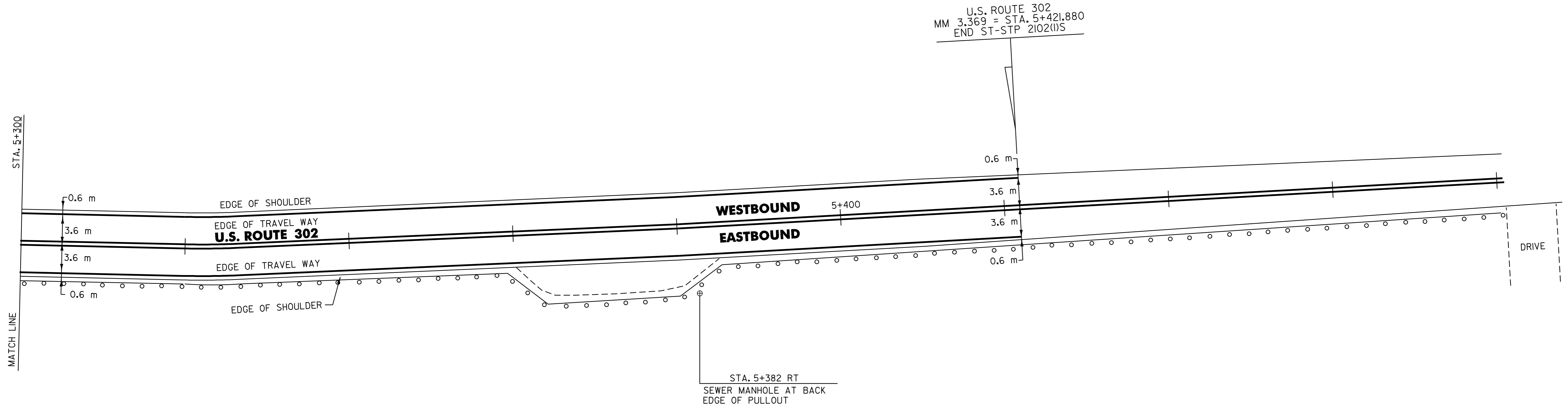
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BARRE CITY:  
STA. 5+300.0 - STA. 5+421.880 LT C RT  
S S S

646.61 TEMPORARY 100 mm YELLOW LINE

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

BARRE CITY:  
STA. 5+300.0 - STA. 5+421.880 LT C RT  
S S S



DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

**PAVING PROJECT LAYOUT # 12**

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd086pl2.i	DATE PLOTTED	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(I)S		
SHEET 21	OF 32	SHEETS	

TABLE OF OPERATIONS

FLASHING OPERATIONS 11:00 PM - 6:00 AM

FACE	Ø1 + Ø5							Ø2 + Ø5							Ø1 + Ø6							Ø2 + Ø6							Ø4 + Ø8			FLASHING OPERATIONS 11:00 PM - 6:00 AM					
	R/W	CLEAR TO						R/W	CLEAR TO						R/W	CLEAR TO						R/W	CLEAR TO														
		Ø2 + Ø5	Ø1 + Ø6	OTHERS	Ø1 + Ø5	Ø2 + Ø6	OTHERS		Ø1 + Ø5	Ø2 + Ø6	OTHERS	Ø2 + Ø5	Ø1 + Ø6	OTHERS		Ø2 + Ø5	Ø1 + Ø6	OTHERS	ALL																		
1	←G	←Y	←R	←G	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	DARK
2	R	R	R	R	R	R	R	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR	
4	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR	
5	←G	←G	←G	←Y	←R	←Y	←R	←G	←G	←G	←Y	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	DARK		
6	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	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	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR	
P2	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK	
P4	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK	
P6	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK	
P8	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK	

678.22 VEHICLE LOOP DETECTOR

- LOOP 1A - 46.0 m
- LOOP 4A - 41.0 m
- LOOP 4B - 47.0 m
- LOOP 5A - 52.0 m
- LOOP 8A - 41.0 m

678.23 WIRED CONDUIT (DN 4I)

- PBITO EDGE OF PAVEMENT (LOOP 4A) - 2.0 m
- PBITO EDGE OF PAVEMENT (LOOP 4B) - 2.0 m
- PBITO EDGE OF PAVEMENT (LOOP 5A) - 4.0 m
- PB2 TO EDGE OF PAVEMENT (LOOP 8A) - 2.0 m
- JB3 TO PEDESTRIAN POLE - 3.0 m

678.24 ELECTRICAL WIRING

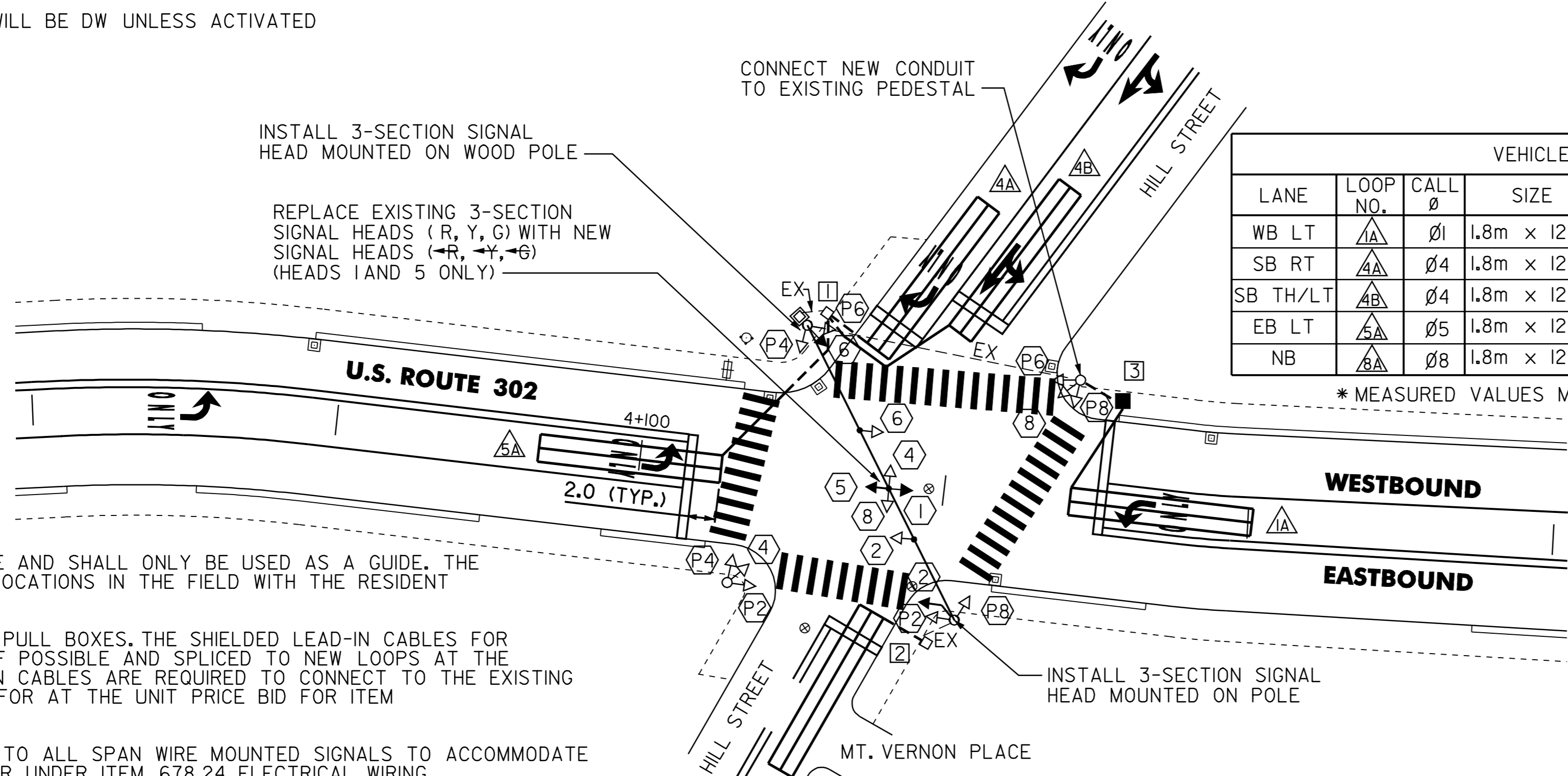
- PBITO CONTROLLER - 3.0 m
- HEAD 2 (SPANWIRE) TO CONTROLLER - 25.0 m
- HEAD 2 (POLE MOUNTED) TO CONTROLLER - 36.0 m
- HEAD 4,5,6,8 ASSEMBLY TO CONTROLLER - 20.0 m
- HEAD 6 (SPANWIRE) TO CONTROLLER - 16.0 m
- PEDESTRIAN POST TO CONTROLLER - 20.0 m

678.26 JUNCTION BOX

- JB3 - STA. 4+131.0, LT.

LEGEND		
EXISTING	NEW	DESCRIPTION
		VEHICLE LOOP
		CONDUIT
		JUNCTION BOX
		CONTROLLER CABINET
		SIGNAL HEAD
		SIGNAL POLE

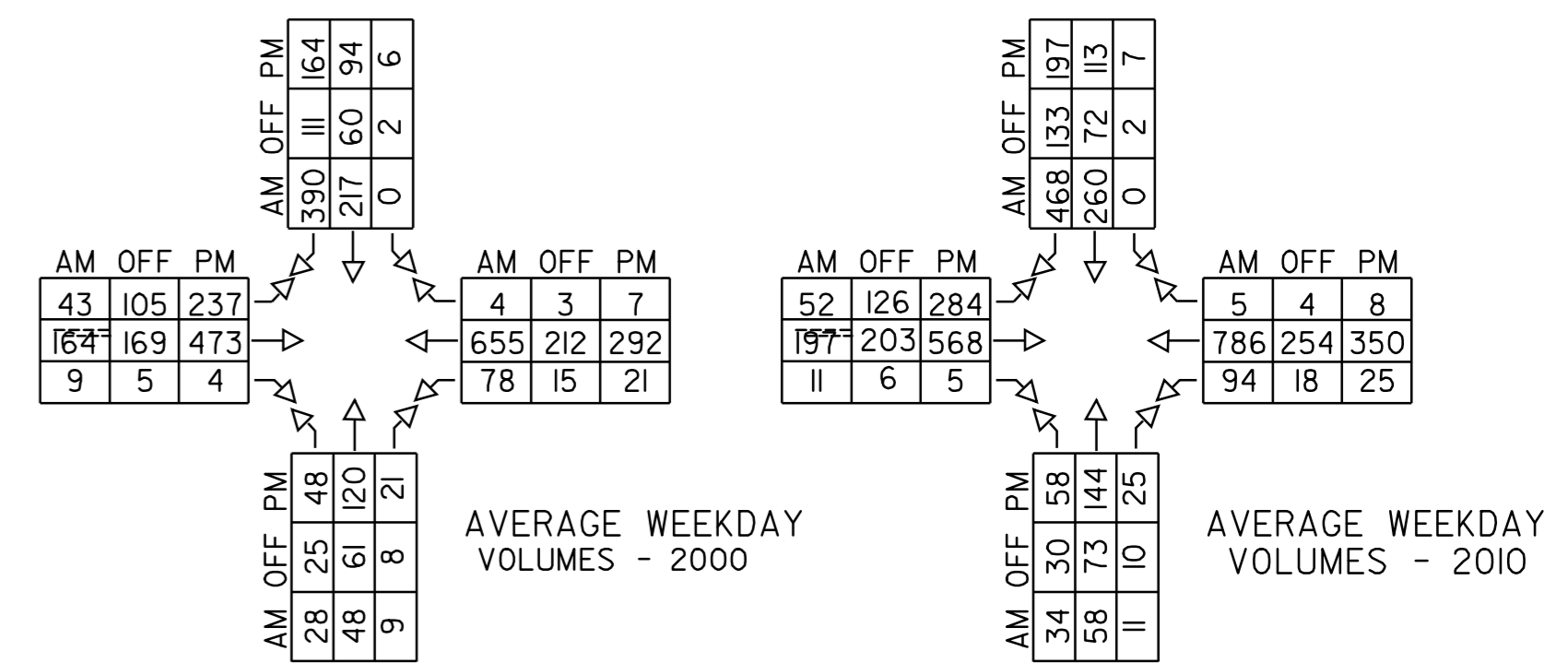
\* INDICATIONS WILL BE DW UNLESS ACTIVATED



VEHICLE LOOP DETECTORS								TEST RESULTS				
LANE	LOOP NO.	CALL Ø	SIZE	TYPE	NO TURNS	MODE	AMP	INDUCTANCE (µH)	RESISTANCE Ω @ 25°C	(MΩ)	LEAKAGE TO GROUND	
								CALCULATED	MEASURED*	CALCULATED	MEASURED*	
WB LT	1A	Ø1	1.8m x 12.0m	QUAD.	2-4-2	PRESENCE	NON-DELAY	358		0.87		
SB RT	4A	Ø4	1.8m x 12.0m	QUAD.	2-4-2	PRESENCE	DELAY-5 SEC	337		0.60		
SB TH/LT	4B	Ø4	1.8m x 12.0m	QUAD.	2-4-2	PRESENCE	NON-DELAY	343		0.67		
EB LT	5A	Ø5	1.8m x 12.0m	QUAD.	2-4-2	PRESENCE	NON-DELAY	347		0.73		
NB	8A	Ø8	1.8m x 12.0m	QUAD.	2-4-2	PRESENCE	DELAY-5 SEC	363		0.93		

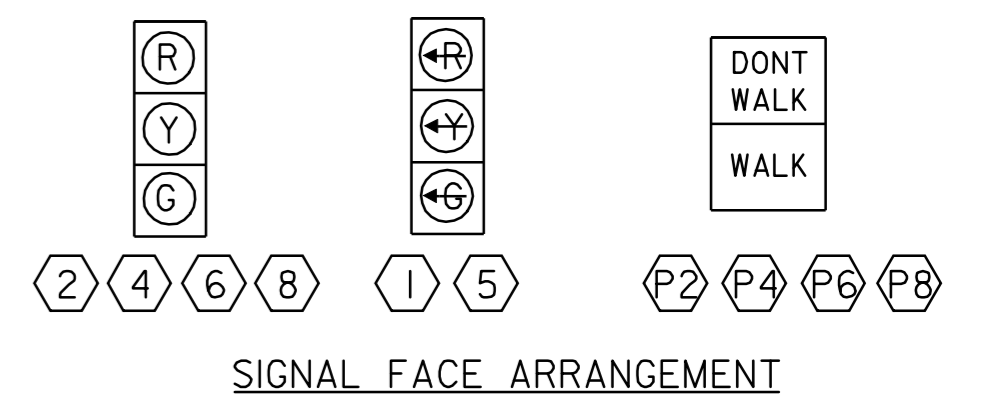
\* MEASURED VALUES MUST BE FILLED IN PRIOR TO TEST PERIOD.

- NOTES:
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
  - LOOPS SHALL BE RUN TO EXISTING PULL BOXES. THE SHIELDED LEAD-IN CABLES FOR EXISTING LOOPS SHOULD BE USED IF POSSIBLE AND SPLICED TO NEW LOOPS AT THE PULL BOX. IF NEW SHIELDED LEAD-IN CABLES ARE REQUIRED TO CONNECT TO THE EXISTING CONTROLLER, THEY SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM 678.24 ELECTRICAL WIRING.
  - NEW SIGNAL CABLES MUST BE RUN TO ALL SPAN WIRE MOUNTED SIGNALS TO ACCOMMODATE NEW SIGNAL PHASING. COST PAID FOR UNDER ITEM 678.24 ELECTRICAL WIRING.
  - ITEM 678.15 TRAFFIC CONTROL SIGNAL SYSTEM SHALL COVER ALL COSTS ASSOCIATED WITH THE SIGNAL MODIFICATIONS SHOWN ON THIS PLAN. THIS WORK INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING.
    - FURNISH AND INSTALL ALL NECESSARY LOOP AMPLIFIERS, LOAD SWITCHES AND ACCESSORIES REQUIRED AT THE EXISTING CONTROLLER.
    - REMOVE EXISTING 3-SECTION HEADS AT THE HEAD 1 AND HEAD 5 LOCATIONS AND REPLACE WITH 3-SECTION ALL ARROW HEADS.
    - INSTALL NEW 3-SECTION SIGNAL HEADS MOUNTED ON EACH SIGNAL POLE.
    - REWIRE CONTROLLER PER TABLE OF OPERATIONS AND RETIME CONTROLLER BASED ON THE CONTROLLER TIMING CHART SHOWN ON THIS PLAN.
    - CONNECT PROPOSED CONDUIT FROM JB3 TO PEDESTRIAN POLE.
  - PRIOR TO COLD PLANING, THE CONTRACTOR SHALL DISCONNECT THE VEHICLE DETECTOR LOOP IN THE CONTROLLER CABINET AND CUT IT AT THE CURB OR SHOULDER. ONCE THE VEHICLE DETECTOR LOOP IS DISCONNECTED, THE SIGNAL PHASE THAT IT WAS CALLING SHALL BE SET ON MAXIMUM RECALL OR THE SIGNAL SHALL BE SET TO FLASH WHILE TRAFFIC IS BEING CONTROLLED BY A UNIFORMED TRAFFIC OFFICER. ALL PROPOSED VEHICLE DETECTOR LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE WHICH IS IMMEDIATELY BELOW THE WEARING SURFACE. ONCE THE PROPOSED VEHICLE DETECTOR LOOP IS INSTALLED, THE INDUCTANCE, RESISTANCE AND LEAKAGE TO GROUND MUST BE TESTED USING PROPERLY CALIBRATED EQUIPMENT. THESE TEST RESULTS SHALL BE COMPARED WITH THE CALCULATED VALUES SHOWN ON THE LAYOUT PLANS AND THE FIELD-MEASURED VALUES SHALL BE RECORDED ON THE LAYOUT PLANS. UPON COMPLETION OF THE INSTALLATION OF A PROPOSED VEHICLE LOOP DETECTOR, THE SIGNAL SHALL BE RETURNED TO NORMAL OPERATION.



SIGNAL LAYOUT PLAN

	CONTROLLER TIMING CHART							
	PHASE							
	1	2	3	4	5	6	7	8
MINIMUM GREEN	8	18		8	8	18		8
EXTENSION	2.0	0.0		2.0	2.0	0.0		2.0
YELLOW CLEARANCE	4.0	4.0		4.0	4.0	4.0		4.0
RED CLEARANCE	2.0	2.0		2.0	2.0	2.0		2.0
MAX. GREEN I - AM PEAK (6:00 AM - 9:00 AM)	14	42		16	14	42		16
MAX. GREEN II - PM PEAK (3:00 PM - 6:00 PM)	20	26		16	20	26		16
MAX. GREEN III - OFF PEAK (ALL OTHER TIMES, EXCEPT WHEN FLASHING)	15	21		16	15	21		16
WALK		7		7		7		7
FLASHING DON'T WALK		11		9		11		9
RECALL	OFF	MAX.		OFF	OFF	MAX.		OFF



TRAFFIC SIGNAL LAYOUT SHEET

SURVEYED BY N/A DATE N/A  
 DRAWN BY C.A.K. DATE 2/02  
 SQUAD LEADER D.E.G.  
 DESIGN FILE NO. /pave/98d086/zd086.dgn  
 IPARM FILE zd086stg.i DATE 25-APR-2006 14  
 PROJ. NAME BARRE CITY  
 PROJ. NO. ST-STP 2102(IIS)  
 SHEET 22 OF 32 SHEETS

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A



KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RETAIN	SALVAGE	NO. OF POSTS	NEW SIGN POSTS												REQUIRE SIGN	REMARKS	SIGN DETAIL								
		EA	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN				SALV TIS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER					
												1.7	3.0	4.5	44	50	63	75	100	100 MOD	FOUND-ATION	75			89	100			125	FTG. SIZE		WEIGHT	POST SIZE
																														kg/m	kg/m		
BARRE CITY: U.S. ROUTE 302 3+568.0, C/L		1	600	750	0.45					1		X		X													SLEEVE REQUIRED TO INSTALL NEW POST; INCIDENTAL TO COST OF POST.		E-144M				
		1	450	450	0.20																						BACK-TO-BACK		E-150M E-150M				
3+579.0, RT										1		X		X													SALVAGED SIGN TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGN ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-				
		1	750	750	0.56																						BACK-TO-BACK		E-143M E-138M				
3+583.0, RT		1	750	750	0.56					1		X		X													SLEEVE REQUIRED TO INSTALL NEW POST; INCIDENTAL TO COST OF POST.		E-152M				
		1	600	300	0.18																								30				
3+586.0, LT		1	750	750	0.56					1		X		X													SLEEVE REQUIRED TO INSTALL NEW POST; INCIDENTAL TO COST OF POST.		E-152M				
		1	600	300	0.18																								30				
3+586.5, LT										1		X		X													SALVAGED SIGN TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGN ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-				
		1	750	750	0.56																						BACK-TO-BACK		E-143M E-138M				
3+695.0, RT		1	600	300	0.18					1		X		X															E-136AM				
		1	750	600	0.45																								E-136AM				
3+725.0, RT										1		X		X													SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-				

ARCHIVED ON CADD

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

<b>TOTALS</b>	m <sup>2</sup>	m <sup>2</sup>	EA	m <sup>2</sup>																										
	4.14		3																											

PROJECT:	BARRE CITY	PROJECT NO.:	ST-STP 2102(1)S
DESIGN FILE NAME:	/pave/98d086/zd086.dgn	PLOT DATE:	25-APR-2006 14
IPARM FILE NAME:	zd086+02.1	SURVEY DATE:	N/A
SURVEYED BY:	N/A	DRAWN BY:	C.A.K.
SQUAD LEADER:	D.E.G.	SHEET:	24 OF 32

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST. POST	NO. OF POSTS	NEW SIGN POSTS												REQUIRE SIGN	REMARKS	SIGN DETAIL								
		E A	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER					
											1.7	3.0	4.5	44	50	63	75	100	100 MOD	FOUND-ATION	75			89	100			125	FTG. SIZE		WEIGHT	POST SIZE
																													kg/m	kg/m		
3+748.0, LT	WASHINGTON ST MOUNT ST										X	X															SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-			
	STOP 3020 1201 0233	750	750	0.56																							BACK-TO-BACK		E-143M E-138M			
3+775.0, RT	WASHINGTON ST PERRY ST										X	X															SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-			
	STOP 3020 1201 0234	750	750	0.56																							BACK-TO-BACK		E-143M E-138M			
3+776.0, RT	PEDESTRIAN										X	X															SLEEVE REQUIRED TO INSTALL NEW POST; INCIDENTAL TO COST OF POST.		E-152M			
	LEFT TURN	600	300	0.18																									30			
3+777.0, LT	PEDESTRIAN										X	X															SLEEVE REQUIRED TO INSTALL NEW POST; INCIDENTAL TO COST OF POST.		E-152M			
	LEFT TURN	600	300	0.18																									30			
3+855.0, RT	WASHINGTON ST FRENCH ST										X	X															SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-			
	STOP 3020 1201 0239	750	750	0.56																							BACK-TO-BACK		E-143M E-138M			
3+871.0, LT	HIGHLAND AVE										X	X															SALVAGED SIGN TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGN ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-			
	STOP 3020 1201 0241	750	750	0.56																							BACK-TO-BACK		E-143M E-138M			
3+928.0, RT	WASHINGTON ST COLLEGE ST										X	X															SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-			
	STOP 3020 1201 0244	750	750	0.56																							BACK-TO-BACK		E-143M E-138M			

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ON CADD

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

<b>TOTALS</b>	m <sup>2</sup>	m <sup>2</sup>	EA	m <sup>2</sup>		m	m	m	m	m	m	EA	kg	kg	kg	kg	kg	kg	kg	EA	EA	kg
	4.43		9			32.2	32.2															

PROJECT: BARRE CITY	PROJECT NO.: ST-STP 2102(1)S
DESIGN FILE NAME: /pave/98d086/zd086.dgn	PLOT DATE: 25-APR-2006 14
IPARM FILE NAME: zd086+03.1	SURVEY DATE: N/A
SURVEYED BY: N/A	DRAWN BY: C.A.K.
SQUAD LEADER: D.E.G.	SHEET: 25 OF 32

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RETAIN	SALVAGE	NO. OF POSTS	NEW SIGN POSTS														REQUIRE SIGN	REMARKS	SIGN DETAIL					
		EA	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN				SALV TIS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)						W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER	
												1.7	3.0	4.5	44	50	63	75	100	100 MOD	75	89	100	125			FTG. SIZE		WEIGHT			POST SIZE
																											kg/m	kg/m				
3+947.0, LT	BOLSTER AVE											X	X													SALVAGED SIGN TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGN ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-				
	STOP	1	750	750	0.56																							E-143M				
	3020 1201 0246	1	150	200	0.03																							E-138M				
3+970.0, RT		1	750	750	0.56							X	X															E-152M				
3+993.0, RT	WASHINGTON ST LIBERTY ST											X	X													SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-				
	STOP	1	750	750	0.56																							E-143M				
	3020 1201 0248	1	150	200	0.03																							E-138M				
4+000.0, RT	SPEED LIMIT 25											X	X													SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-				
4+035.0, RT		1	900	750	0.68							X	X															E-145AM				
4+103.0, RT	LEFT LANE MUST TURN LEFT	1	750	750	0.56							X	X		X											SLEEVE REQUIRED TO INSTALL NEW POST; INCIDENTAL TO COST OF POST.		E-140M				
4 + 078 RT	NO PARKING NO PARKING		600	600	0.36																											
4+105.0, LT	WASHINGTON ST HILL ST NO PARKING		600	600	0.36							X	X													SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-				
	3020 1201 0226	1	150	200	0.03																							E-138M				
4+112.0, LT	RIGHT LANE MUST TURN RIGHT	1	750	750	0.56							X	X															E-140M				

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FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

<b>TOTALS</b>	m <sup>2</sup>	m <sup>2</sup>	EA	m <sup>2</sup>		m	m	m	m	m	m	EA	kg	kg	kg	kg	kg	kg	kg	EA	EA	kg
	3.57		6			36.8	4.6	32.2	36.8													

PROJECT: BARRE CITY	PROJECT NO.: ST-STP 2102(1)S
DESIGN FILE NAME: /pave/98d086/zd086.dgn	PLOT DATE: 25-APR-2006 14
IPARM FILE NAME: zd086+04.1	SURVEY DATE: N/A
SURVEYED BY: N/A	DRAWN BY: C.A.K.
SQUAD LEADER: D.E.G.	SHEET: 26 OF 32



KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	NEW SIGN POSTS												REMARKS	SIGN DETAIL							
		EA	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER			
											1.7	3.0	4.5	44	50	63	75	100	100 MOD	75	89		100	125	FTG. SIZE			WEIGHT	POST SIZE	
																									kg/m					kg/m
4+412.0, LT	WASHINGTON ST CAMP ST										X	X													SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-			
	STOP 3020 1201 0276		750	750	0.56																				BACK-TO-BACK		E-143M E-138M			
4+473.0, RT			750	750	0.56						X	X													BLACK BORDER AND SYMBOL ON REFLECTORIZED FLUORESCENT YELLOW-GREEN BACKGROUND PER THE MUTCD. SLEEVE REQUIRED TO INSTALL NEW POST; INCIDENTAL TO COST OF POST.		E-153M			
			600	300	0.18																				THIS SIGN SHALL HAVE A BLACK BORDER AND SYMBOL ON A REFLECTORIZED FLUORESCENT YELLOW-GREEN BACKGROUND PER THE MUTCD.	30				
4+478.0, LT			750	750	0.56						X	X													BLACK BORDER AND SYMBOL ON REFLECTORIZED FLUORESCENT YELLOW-GREEN BACKGROUND PER THE MUTCD. SLEEVE REQUIRED TO INSTALL NEW POST; INCIDENTAL TO COST OF POST.		E-153M			
			600	300	0.18																				THIS SIGN SHALL HAVE A BLACK BORDER AND SYMBOL ON A REFLECTORIZED FLUORESCENT YELLOW-GREEN BACKGROUND PER THE MUTCD.	30				
4+477.0, LT	WASHINGTON ST PATTERSON ST										X	X													SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-			
	STOP 3020 1201 0279		750	750	0.56																				BACK-TO-BACK		E-143M E-138M			
4+489.0, RT	WASHINGTON ST W. PATTERSON ST										X	X													SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-			
	STOP 3020 1201 0279		750	750	0.56																				BACK-TO-BACK		E-143M E-138M			
4+558.0, LT	WASHINGTON ST NELSON ST										X	X													SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-			
	STOP 3020 1201 0284		750	750	0.56																				BACK-TO-BACK		E-143M E-138M			

ARCHIVED  
ON CADD

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

<b>TOTALS</b>	m <sup>2</sup>	m <sup>2</sup>	EA	m <sup>2</sup>		m	m	m	m	m	m	EA	kg	kg	kg	kg	kg	kg	kg	EA	EA	kg
	3.84		8			27.6	27.6															

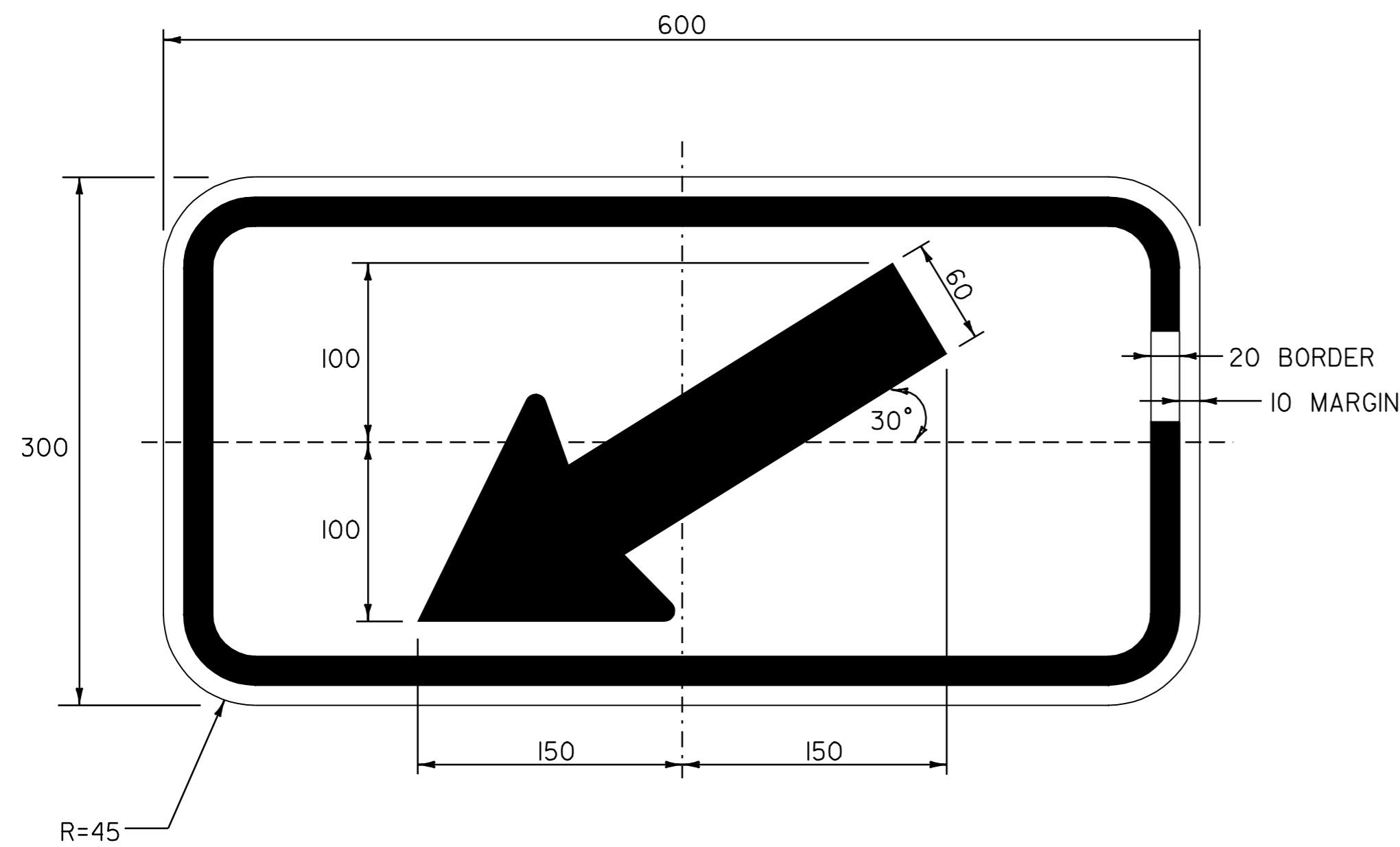
PROJECT: BARRE CITY PROJECT NO.: ST-STP 2102(1)S  
 DESIGN FILE NAME: /pave/98d086/zd086.dgn IPARM FILE NAME: zd086+06.1  
 SURVEYED BY: N/A PLOT DATE: 25-APR-2006 14  
 SQUAD LEADER: D.E.G. DRAWN BY: C.A.K. SURVEY DATE: N/A  
 SHEET: 28 OF 32

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	NEW SIGN POSTS													REMARKS	SIGN DETAIL						
		EA	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER			
											1.7	3.0	4.5	44	50	63	75	100	100 MOD	75	89	100		125	FTG. SIZE			WEIGHT	POST SIZE	
																									kg/m					kg/m

BARRE CITY: U.S. ROUTE 302 4+576.0, RT												X	X													SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-	
			750	750	0.56																					BACK-TO-BACK		E-143M	
			150	200	0.03																							E-138M	
4+580.0, LT			750	750	0.56							X	X													THIS SIGN SHALL HAVE A BLACK BORDER AND SYMBOL ON A REFLECTORIZED FLUORESCENT YELLOW-GREEN BACKGROUND PER THE MUTCD.		E-153M	
			600	250	0.15																				THIS SIGN SHALL HAVE A BLACK BORDER AND TEXT ON A REFLECTORIZED FLUORESCENT YELLOW-GREEN BACKGROUND PER THE MUTCD.	30			
4+721.0, LT												X	X													SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-	
			750	750	0.56																					BACK-TO-BACK		E-143M	
			150	200	0.03																							E-138M	
5+005.0, LT			600	300	0.18							X	X															E-136AM	
			750	600	0.45																							E-136AM	
5+013.0, RT												X	X													SALVAGED SIGNS TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGNS ON FLANGED CHANNEL POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-	
										<b>ARCHIVED ON CADD</b>																			
SHEET SUBTOTALS:						5						4.6		18.4		23.0													
SHEET 23 SUBTOTALS						2						-		32.2		32.2													
SHEET 24 SUBTOTALS						3						-		32.2		32.2													
SHEET 25 SUBTOTALS						9						-		32.2		32.2													
SHEET 26 SUBTOTALS						6						4.6		32.2		36.8													
SHEET 27 SUBTOTALS						5						-		46.0		46.0													
SHEET 28 SUBTOTALS						8						-		27.6		27.6													
ROUNDING						-						5.8		9.2		15.0													

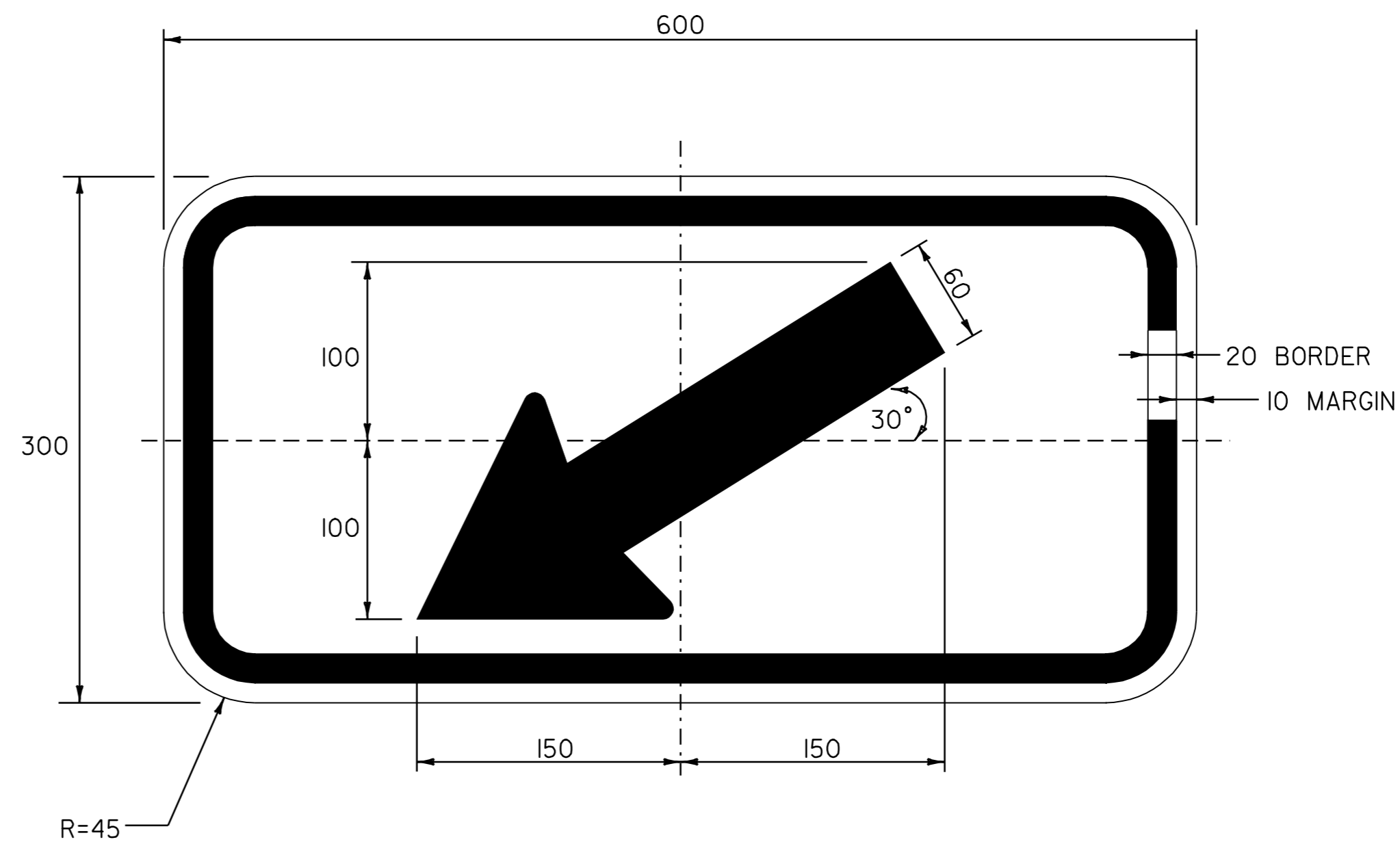
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."										m		m		m		m		EA		kg		kg		kg		kg		kg		EA		EA		kg	
<b>TOTALS</b>		m <sup>2</sup>		m <sup>2</sup>		EA		m <sup>2</sup>		m		m		EA		kg		EA		kg		EA		EA		kg									
		30		38		38		245		245		EA		kg		EA		kg		EA		EA		kg											

PROJECT:	BARRE CITY	PROJECT NO.:	ST-STP 2102(1)S
DESIGN FILE NAME:	/pave/98d086/zd086.dgn	PLOT DATE:	25-APR-2006 14
IPARM FILE NAME:	zd086+07.1	SURVEY DATE:	N/A
SURVEYED BY:	N/A	DRAWN BY:	C.A.K.
SQUAD LEADER:	D.E.G.	SHEET:	29 OF 32



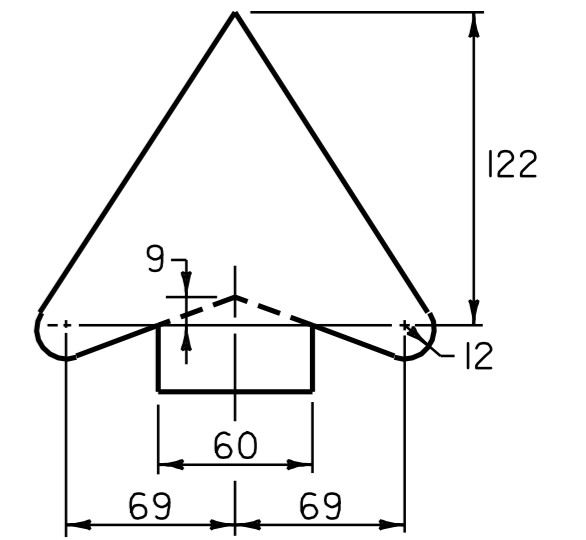
COLOR: BLACK BORDER & SYMBOL  
YELLOW BACKGROUND (REFLECTORIZED)

MATERIAL: PER VAOT STANDARD E-I52M  
SIGN - U.S. ROUTE 302  
STA. 3+583.0 RT  
STA. 3+586.0 LT  
STA. 3+776.0 RT  
STA. 3+777.0 LT  
STA. 4+293.0 RT  
STA. 4+299.0 LT



COLOR: BLACK BORDER & SYMBOL  
FLUORESCENT YELLOW-GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: MATERIAL PER VAOT STANDARD E-I52M  
SIGN U.S. ROUTE 302  
STA. 4+473.0 RT  
STA. 4+478.0 LT



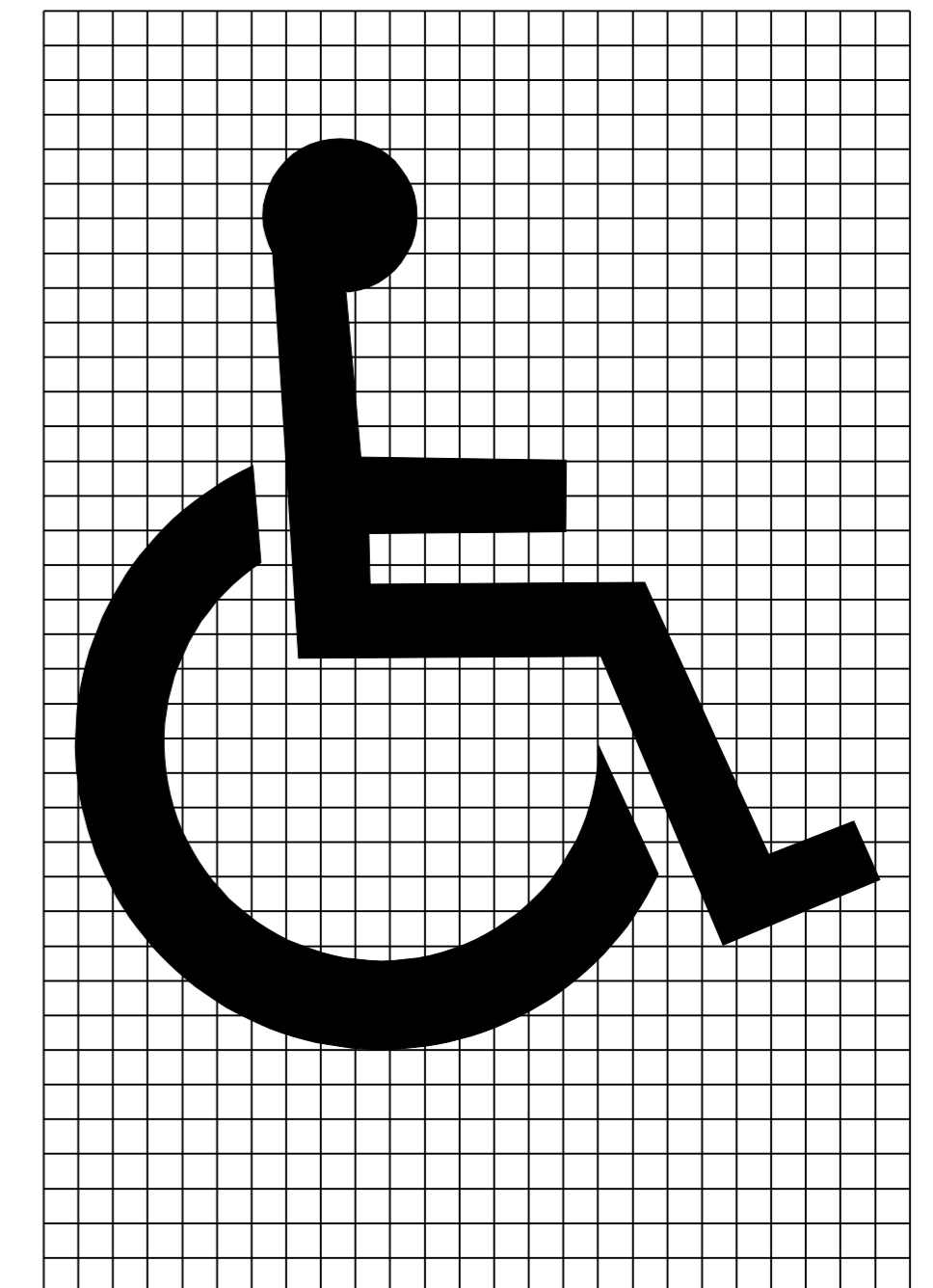
COLOR: BLACK BORDER & TEXT  
FLUORESCENT YELLOW-GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: MATERIAL PER VAOT STANDARD E-I52M  
SIGN U.S. ROUTE 302  
STA. 4+370.0 RT  
STA. 4+580.0 LT



COLOR: GREEN BORDER & TEXT  
WHITE BACKGROUND  
WHITE SYMBOL ON BLUE BACKGROUND

MATERIAL: PER VAOT STANDARD E-I43M  
\*50% REDUCTION IN SPACING  
SIGN - U.S. ROUTE 302  
STA. 3+525.3 LT



**NOTE:**

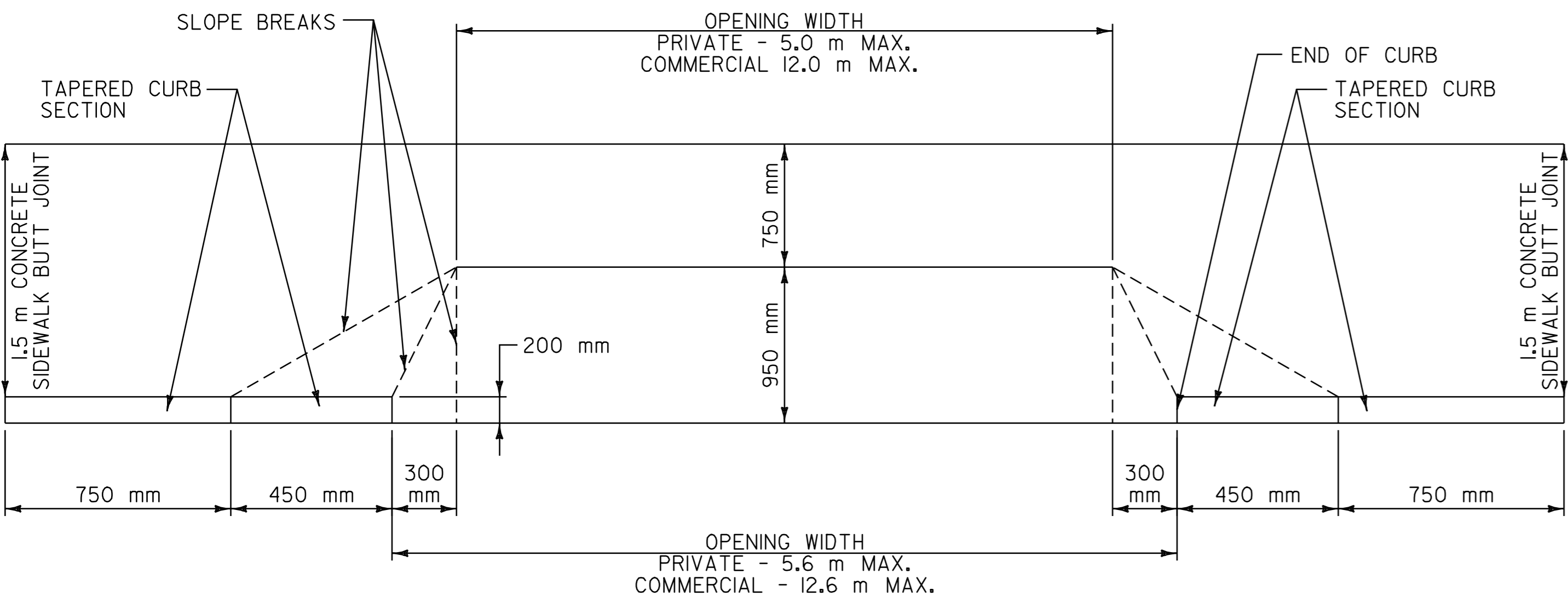
TEXT LAYOUT DIMENSIONS ARE BASED ON THE "LETTER & NUMERAL WIDTHS & SPACE" TABLES FOUND IN THE "STANDARD HIGHWAY SIGNS" BOOKLET. MINOR VARIATIONS IN TEXT DIMENSIONS ARE ACCEPTABLE BASED ON INDIVIDUAL MANUFACTURER'S LETTER FABRICATION. SIGNIFICANT CHANGES THAT AFFECT SIGN APPEARANCE SHALL BE BROUGHT TO THE ATTENTION OF THE VAOT'S TRAFFIC AND SAFETY DIVISION BEFORE FABRICATION.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

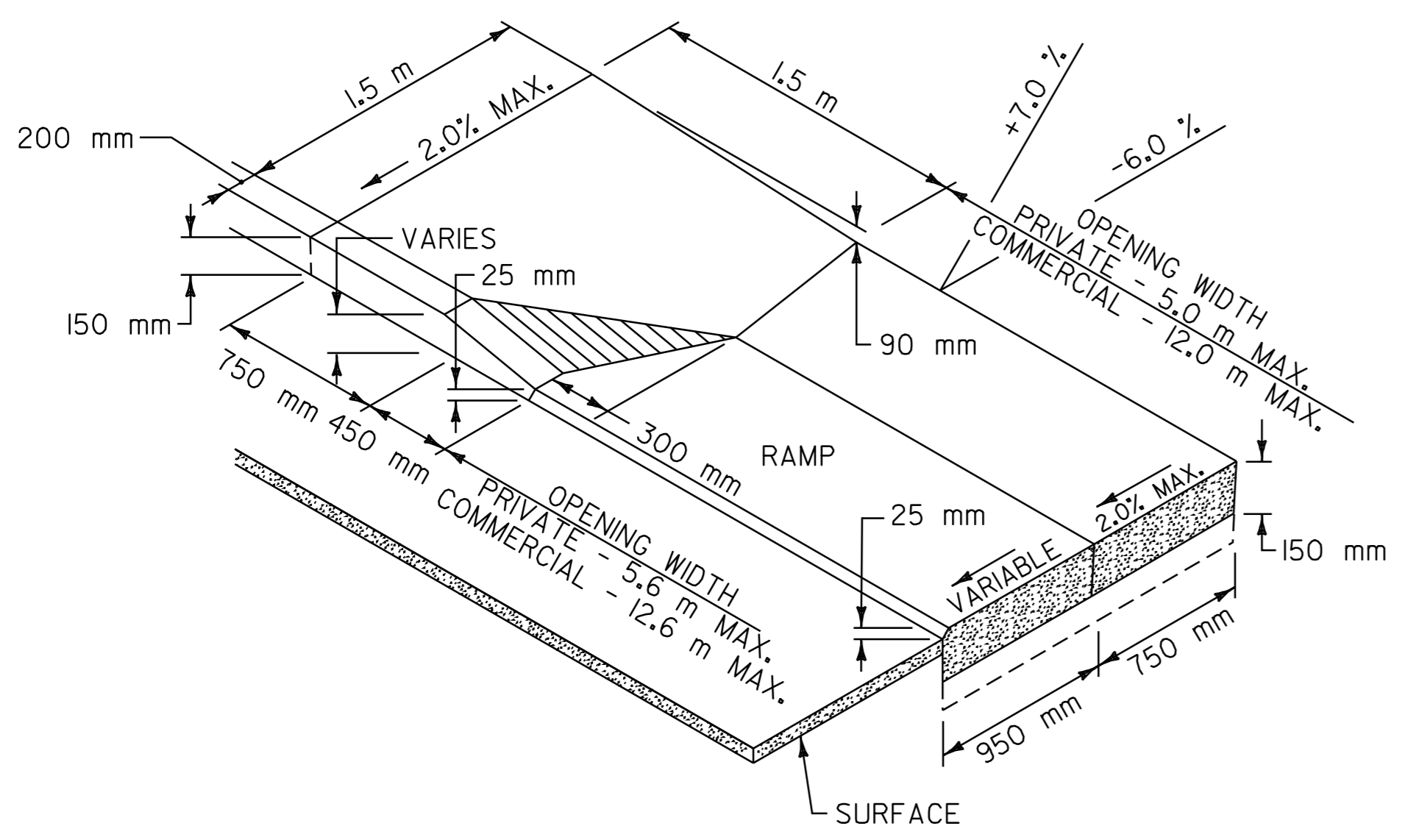
ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE INDICATED.

**TRAFFIC SIGN  
DETAIL  
SHEET**

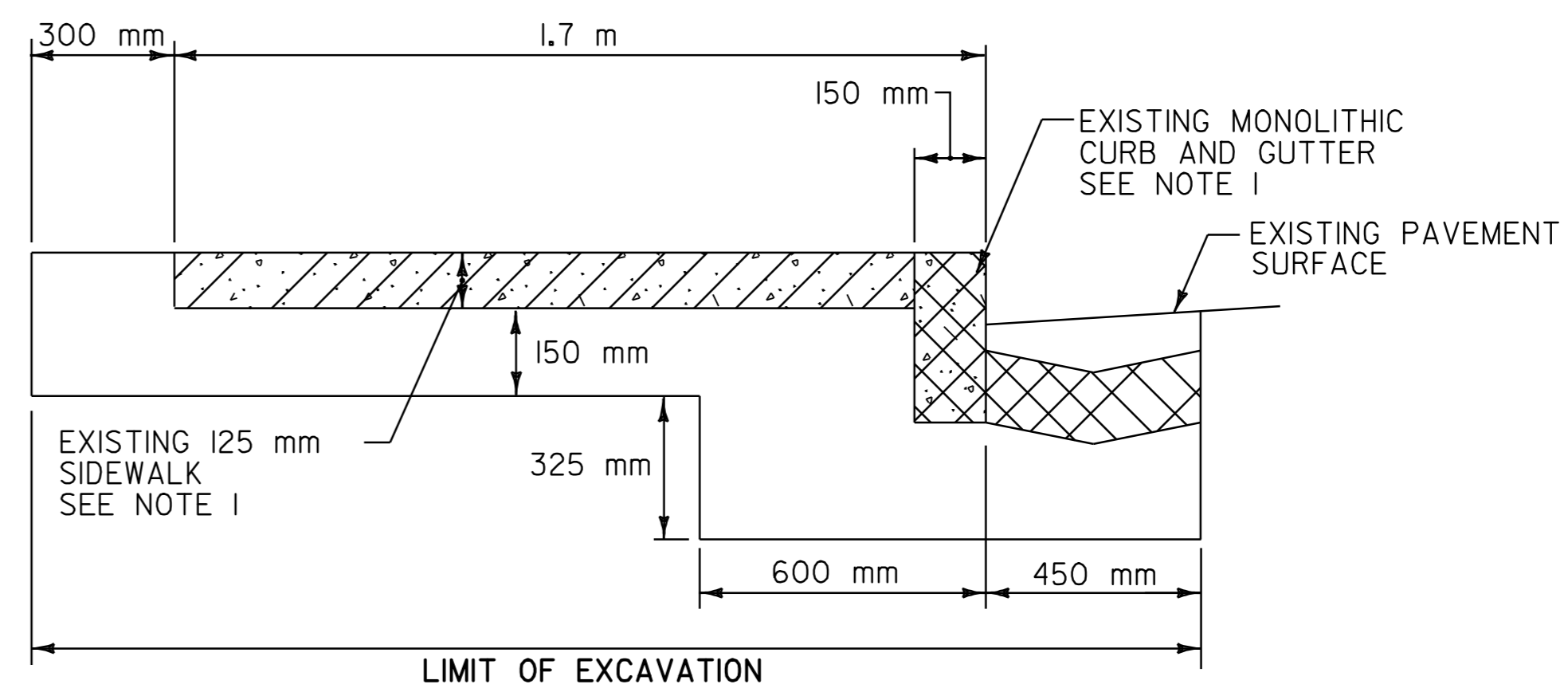
SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd086+08.1	DATE PLOTTED	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(I)S		
SHEET	30 OF 32	SHEETS	



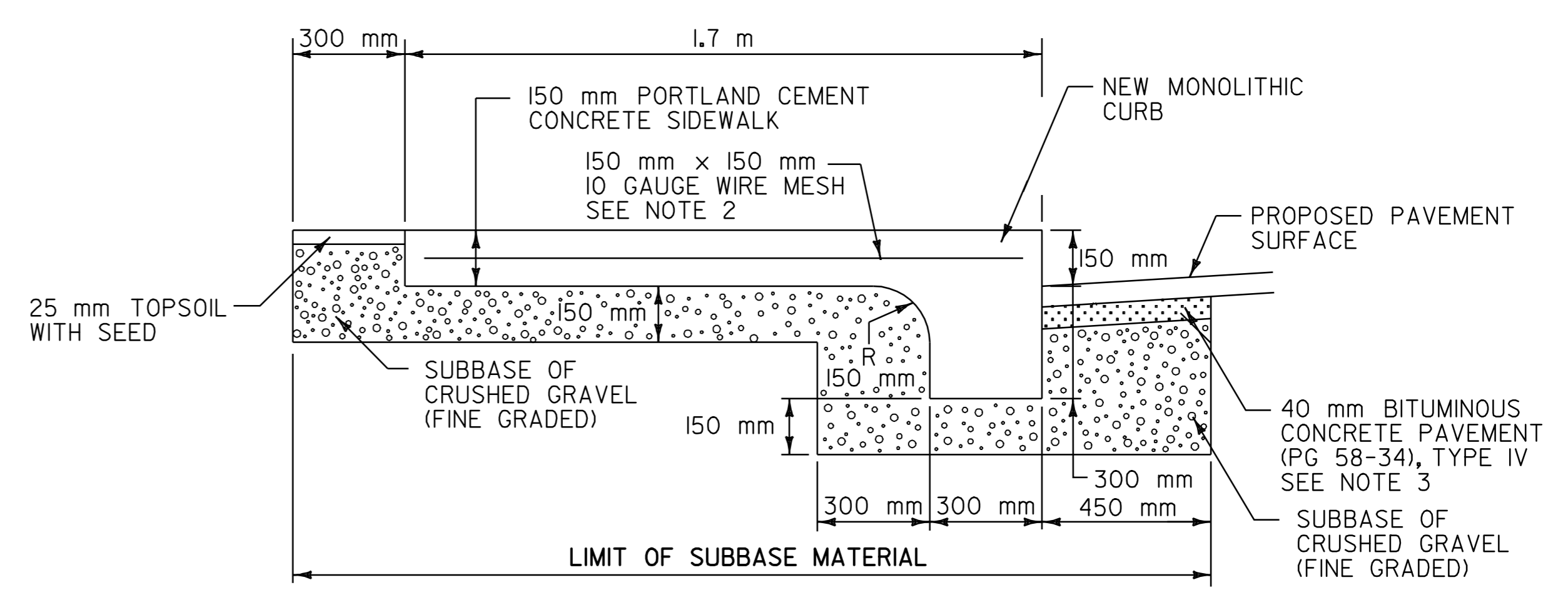
**PLAN OF DRIVE CROSSING WITH SIDEWALK AND CURB**  
NOT TO SCALE



**TYPICAL DRIVE CROSSING WITH SIDEWALK AND CURB**  
NOT TO SCALE



**EXCAVATION OF EXISTING GUTTER / CURB / SIDEWALK**

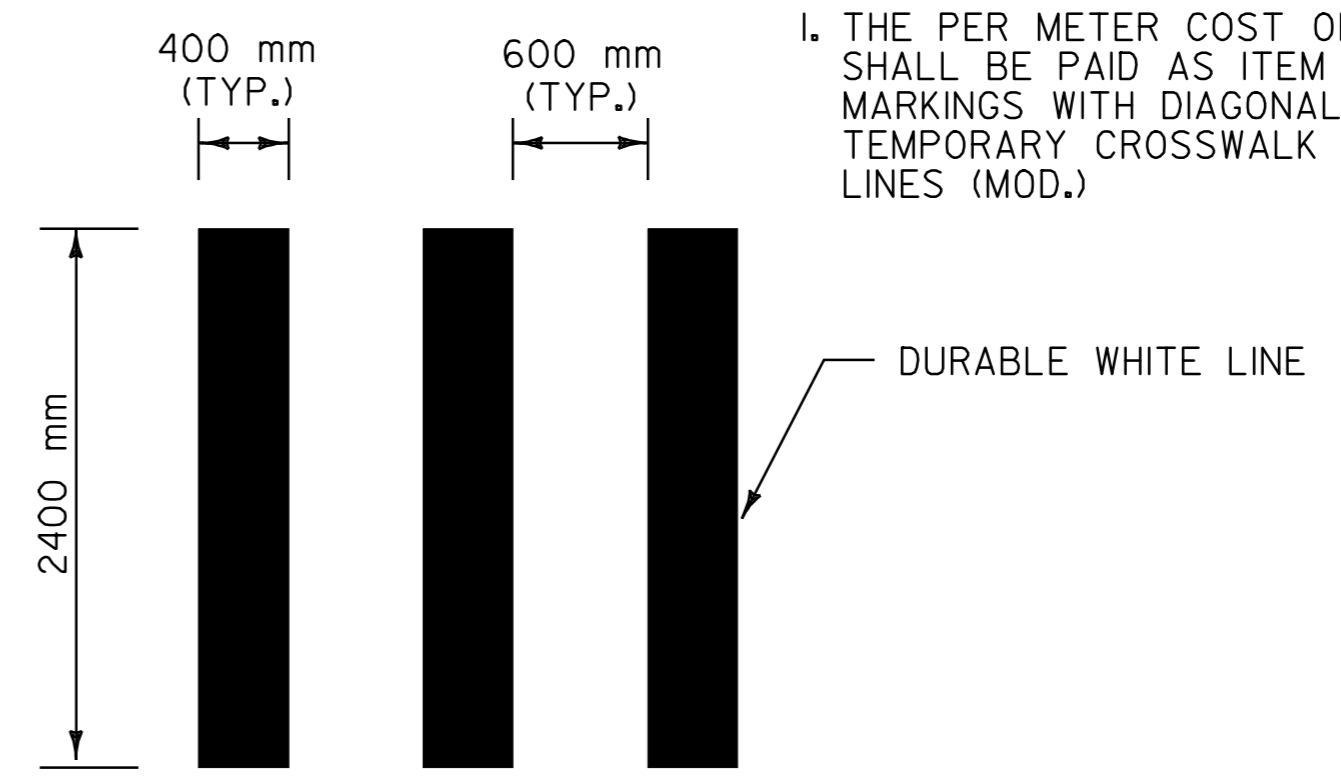


**TYPICAL SECTION OF NEW CONCRETE SIDEWALK WITH CONCRETE CURB**  
(NOT TO SCALE)

NOTES:

1. THE EXISTING SIDEWALK AND MONOLITHIC CURB AND GUTTER SHALL BE REMOVED UNDER ITEM 203.16 SOLID ROCK EXCAVATION. ANY ADDITIONAL EXCAVATION REQUIRED TO CONSTRUCT NEW SECTIONS OF SIDEWALK WILL BE PAID FOR UNDER ITEM 203.15 COMMON EXCAVATION.
2. PAYMENT FOR THE WIRE MESH SHALL BE CONSIDERED INCIDENTAL TO ITEM 618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 125 mm (MOD.).
3. PAYMENT FOR THE 40 mm TYPE IV BITUMINOUS CONCRETE PAVEMENT WILL BE PAID UNDER ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS.

NOTE:



**DETAIL OF DURABLE CROSSWALK MARKINGS**  
NOT TO SCALE

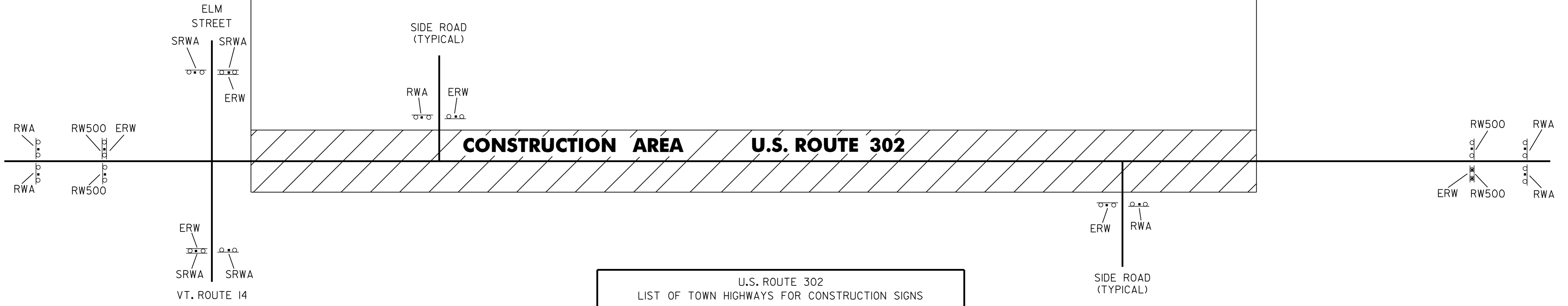
**SIDEWALK AND PAVEMENT MARKINGS  
DETAIL SHEET**

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd086dt1.i	DATE PLOTTED	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(I)S		
SHEET	31 OF 32	SHEETS	

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

U.S. ROUTE 302  
MM 2.123 = STA. 3+416.637  
BEGIN PROJECT ST-STP 2102(I)S

U.S. ROUTE 302  
MM 3.369 = STA. 5+421.880  
END PROJECT ST-STP 2102(I)S



U.S. ROUTE 302 LIST OF TOWN HIGHWAYS FOR CONSTRUCTION SIGNS			
TOWN HIGHWAY NUMBER	ROAD WORK AHEAD	END ROAD WORK	OTHER
BEGIN PROJECT	2	1	2 - RW500
VT. ROUTE 14	-	1	2 - SRWA
ELM STREET	-	1	2 - SRWA
CHURCH STREET	2	2	
SPAULDING STREET	1	1	
ACADEMY STREET	1	1	
MOUNT STREET	1	1	
PERRY STREET	1	1	
FRECH STREET	1	1	
HIGHLAND AVENUE	1	1	
COLLEGE STREET	1	1	
BOLSTER AVENUE	1	1	
LIBERTY STREET	1	1	
HILL STREET	2	2	
FREEDOM WAY	1	1	
CHARLES STREET	1	1	
CAMP STREET	1	1	
PATTERSON STREET	1	1	
WEST PATTERSON STREET	1	1	
NELSON STREET	1	1	
TROW AVENUE	1	1	
WATERMAN STREET	1	1	
END PROJECT	2	1	2 - RW500
TOTAL	25	25	8

SIGN LEGEND

RWA = ROAD WORK AHEAD  
RW500 = ROAD WORK 500 FEET  
ERW = END ROAD WORK  
SRWA = SIDE ROAD WORK AHEAD

NOTE:

THE RESIDENT ENGINEER AT HIS OR HER DISCRETION SHALL ELIMINATE CONSTRUCTION APPROACH SIGNS FOR DEAD END/NO OUTLET TOWN HIGHWAYS OR TOWN HIGHWAYS THAT CONNECT ON BOTH SIDES OF THE PROJECT.

**CONSTRUCTION APPROACH SIGNING**  
SEE STD. E-100M FOR ADDITIONAL SIGN PLACEMENT

**CONSTRUCTION APPROACH SIGNING DETAIL SHEET**

SURVEYED BY N/A DATE N/A  
DRAWN BY C.A.K. DATE 2/02  
SQUAD LEADER D.E.G.  
DESIGN FILE NO. /pave/98d086/zd086.dgn  
IPARM FILE zd086cas.1 DATE 25-APR-2006 14  
PROJ. NAME BARRE CITY  
PROJ. NO. ST-STP 2102(I)S  
SHEET 32 OF 32 SHEETS

DATUM  
VERTICAL N/A  
HORIZONTAL N/A