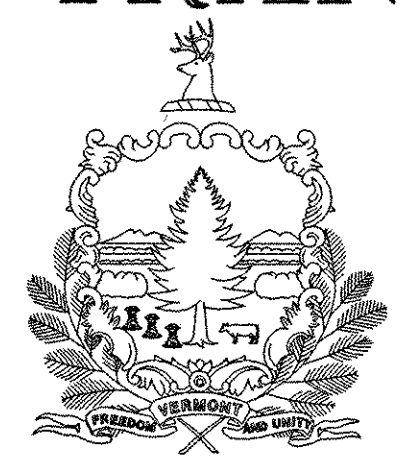
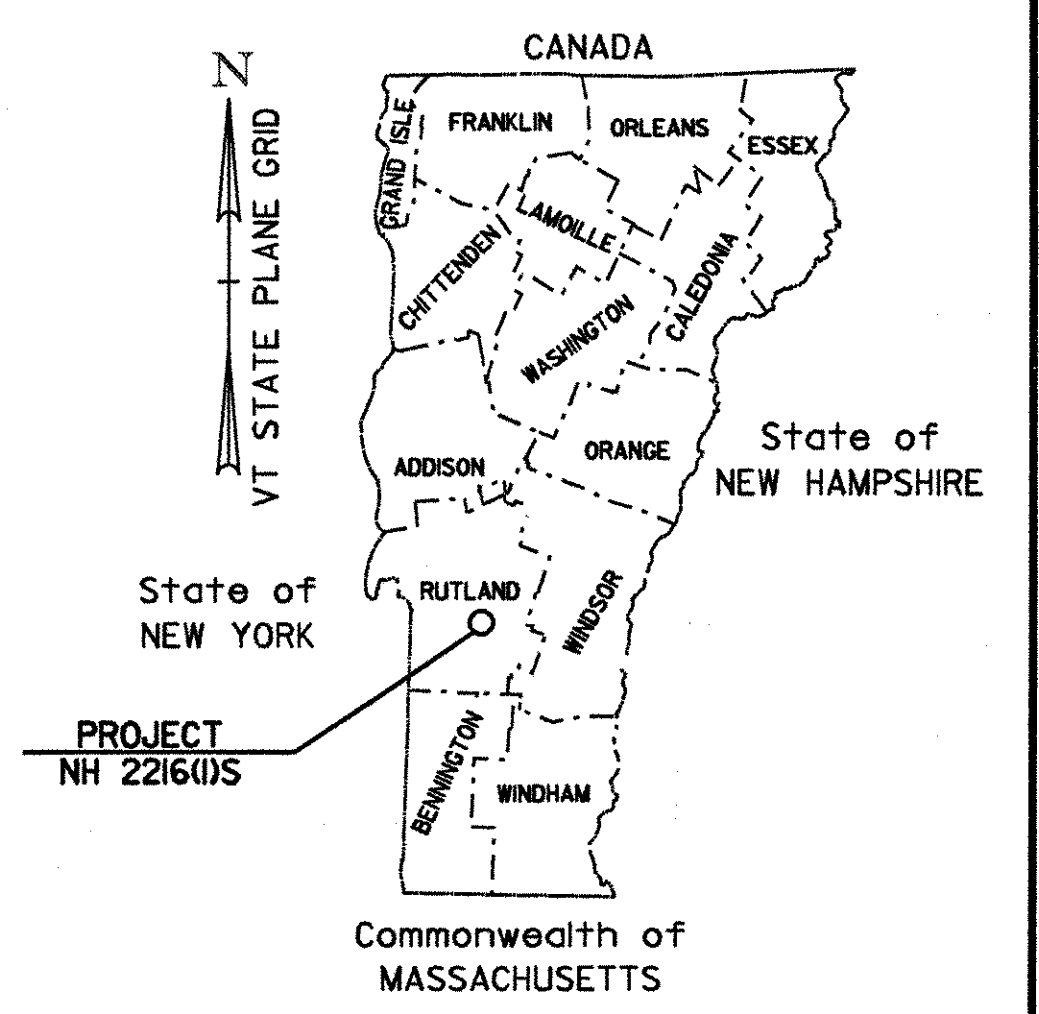


STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT TOWNS OF WALLINGFORD, SHREWSBURY, AND CLARENDON COUNTY OF RUTLAND VERMONT ROUTE 103



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BEGINNING IN THE TOWN OF WALLINGFORD AT THE MT. HOLLY/WALLINGFORD TOWN LINE ON VERMONT ROUTE 103 AT STA. 0+000.00 (MM 0.000) AND EXTENDING NORTHERLY ALONG VERMONT ROUTE 103 FOR A DISTANCE OF 13,418.99 METERS (8.338 MILES) TO STA. 3+170.40 (MM 1.970) IN THE TOWN OF CLARENDON

MILE MARKER TO MILE MARKER DATA			
	LENGTH (METERS)	LENGTH (MILES)	
TOWN OF WALLINGFORD VERMONT ROUTE 103 STA. 0+000.00 (MM 0.000) TO STA. 3+427.78 (MM 2.130)	3,427.78	2.130	
TOWN OF SHREWSBURY VERMONT ROUTE 103 STA. 0+000.00 (MM 0.000) TO STA. 6+820.81 (MM 4.238)	6,820.81	4.238	
TOWN OF CLARENDON VERMONT ROUTE 103 STA. 0+000.00 (MM 0.000) TO STA. 3+170.40 (MM 1.970)	3,170.40	1.970	
	<u>13,418.99</u>	<u>8.338</u>	

LENGTH OF ROADWAY	13,418.99 METERS	8.338 MILES
LENGTH OF PROJECT	13,418.99 METERS	8.338 MILES

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RESURFACING OF THE EXISTING HIGHWAY WITH A SHIM / LEVELING COURSE, WEARING COURSE, PAVEMENT MARKINGS, GUARDRAIL AND INCIDENTAL ITEMS.

TRAFFIC DATA
VERMONT ROUTE 103 (WALLINGFORD MM 0.000 TO CLARENDON MM 1.968)

WALLINGFORD MM 0.00 TO CLARENDON MM 0.16	
2002 ADT = 5,800	
2002 DHV = 630	
2012 ADT = 6,700	
2012 DHV = 720	

2002 ~ 2022 CUM. ESALS

BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	3,413,000
DESIGN NUMBER OF GYRATIONS	75
PERFORMANCE GRADED ASPHALT BINDER	PG 58-34

CLARENDON MM 0.16 TO CLARENDON MM 1.98

2002 ADT = 6,900
2002 DHV = 570
2012 ADT = 7,900
2012 DHV = 850

2002 ~ 2022 CUM. ESALS

BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	3,994,500
DESIGN NUMBER OF GYRATIONS	75
PERFORMANCE GRADED ASPHALT BINDER	PG 58-34

RECORD PLANS

CONTRACTOR: PIKE INDUSTRIES - BERLIN, VT

RESIDENT ENGINEER: T. COARSE / M. MACKINTOSH (2002 / 2001)

CONSTRUCTION BEGAN: AUGUST 20, 2001

CONSTRUCTION COMPLETE: JULY 22, 2002

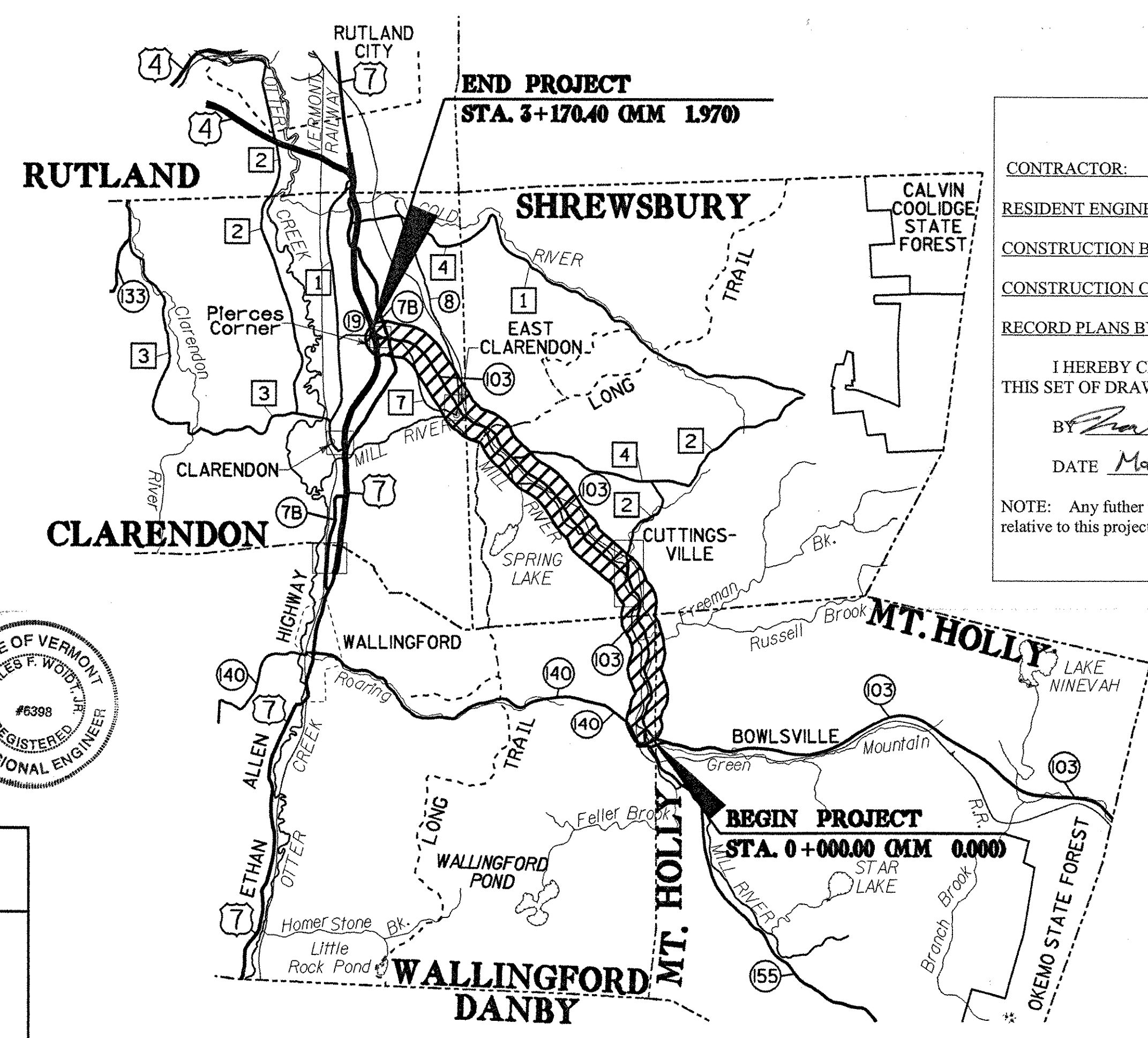
RECORD PLANS BY: T. COARSE

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

BY: *[Signature]* RESIDENT ENGINEER

DATE: May 29, 2003

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found on microfilm in Central Files.



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 1995, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON AUGUST 21, 1995 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.



UNLESS NOTED OTHERWISE
STATIONS ARE IN KILOMETERS
ELEVATIONS ARE IN METERS
DIMENSIONS ARE IN MILLIMETERS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATOR

APPROVED: *[Signature]* DATE: 4/12/01

DIRECTOR OF PROJECT DEVELOPMENT

APPROVED: _____ DATE: _____

PROJECT MANAGER:

PROJECT NAME: WALLINGFORD-CLARENDON

PROJECT NUMBER: AC NH 2216(1)S

SHEET 1 OF 51 SHEETS

PLANS PREPARED BY: *[Signature]*

BY: Charles F. Wick Jr. 4/3/01

SURVEYED BY: _____

SURVEYED DATE: _____

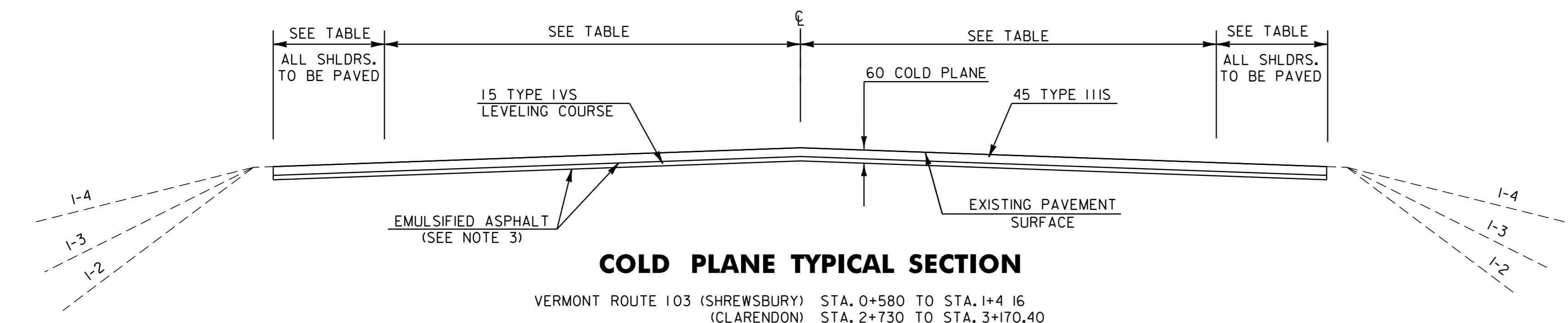
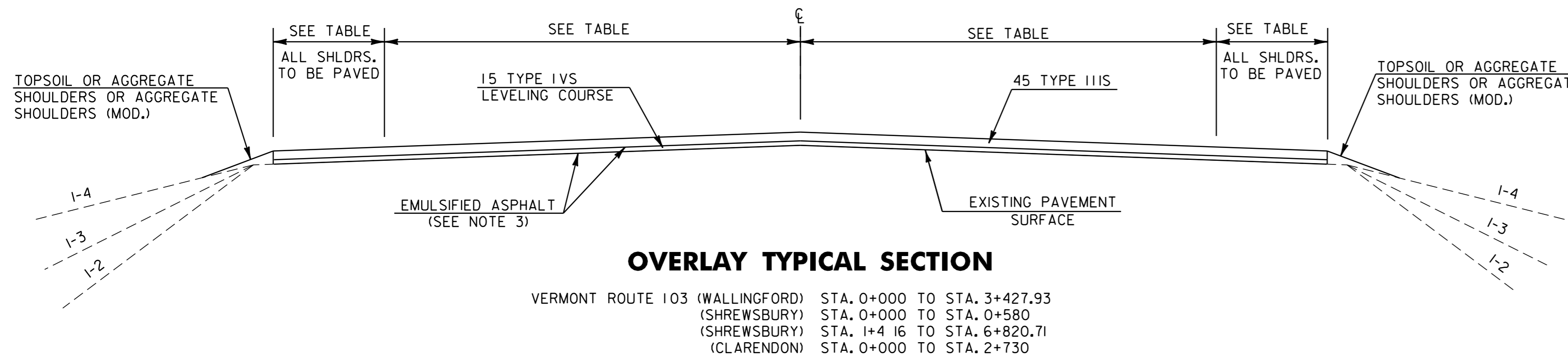
DATUM:
VERTICAL
HORIZONTAL

CONVENTIONAL SYMBOLS

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

NOTES

1. THE PAVEMENT WEARING COURSE SHALL BE SUPERPAVE BITUMINOUS CONCRETE TYPE IIIIS . THE LEVELING COURSE SHALL BE TYPE IVS. ASPHALT CEMENT USED IN THE BITUMINOUS CONCRETE PAVEMENT SHALL BE 58-34.
2. COLD PLANING TO BE COMPLETED ACCORDING TO TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. ALL COLD PLANED AREAS SHALL BE TACKED WITH EMULSIFIED ASPHALT.
3. EMULSIFIED ASPHALT TO BE APPLIED ON EXISTING PAVEMENT, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED AREAS AT THE RATE OF 0.2 L/m² OR AS DIRECTED BY THE ENGINEER.
4. BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 5mm. (TOTAL THICKNESS EXCLUDING LEVELING)
5. PIPE INLET AND OUTLET AREAS, AND DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS AS INDICATED ON PLANS, OR AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE MADE UNDER APPLICABLE RENTAL ITEM(S).
6. THE EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 75mm OR AS DIRECTED BY THE ENGINEER. EXCAVATION WILL BE PAID FOR AS ALL-PURPOSE EXCAVATOR OR GRADER RENTAL. MATERIAL REMOVED SHALL BE REPLACED WITH SUBBASE OF CRUSHED GRAVEL (FINE GRADED). EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT, AS DIRECTED BY THE ENGINEER.
7. 0.9m OF BACKING IS REQUIRED BEHIND FACE OF GUARD RAIL WITH 1.8m POSTS. IF THIS CANNOT BE OBTAINED, THEN 2.4m POSTS SHALL BE USED.
8. AN ESTIMATED QUANTITY OF EARTH BORROW AND ESTIMATED QUANTITIES OF ITEM 608.25, EXCAVATOR RENTAL, AND 608.37, TRUCK RENTAL, HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARD RAIL END SECTIONS WITH EXCAVATED DITCHING MATERIAL. THE GUARD RAIL END SECTIONS SHALL BE CAPPED WITH AN ESTIMATED 75mm DEPTH OF AGGREGATE SHOULDER MATERIAL UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 20 CUBIC METERS OF EARTH BORROW AND 5 TONS OF AGGREGATE SHOULDER MATERIAL FOR EACH GUARD RAIL TERMINAL.
9. ITEMS 604.40 AND 604.412 ARE ESTIMATED QUANTITIES AND SHALL BE PERFORMED AT LOCATIONS INDICATED ON THE LAYOUT SHEETS AND AS DIRECTED BY THE RESIDENT ENGINEER. ALL D.J.s SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN.
10. ALL DRIVES SHALL RECEIVE A PAVED APRON AS DIRECTED BY THE RESIDENT ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE DIRECTED AND WILL BE PAID FOR UNDER 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 490.30. ESTIMATED QUANTITIES OF THE ABOVE ITEMS HAVE BEEN INCLUDED TO PAY FOR THIS WORK.
11. ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.12, AGGREGATE SHOULDERS (MOD.). ADDITIONAL MATERIAL REQUIRED AFTER THE COLD PLANE GRINDINGS ARE USED WILL BE PAID FOR UNDER ITEM 402.12, AGGREGATE SHOULDERS.
12. 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 ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 490.30.
13. AREAS ADJACENT TO THE SHOULDER AND BEYOND, WHERE EXISTING GUARD RAIL IS BEING RETAINED, THAT HAVE BUILT UP EXCESS MATERIAL ARE TO BE GRADED IN ORDER TO ALLOW THE SHOULDER TO DRAIN. PAYMENT IS UNDER ITEM 203.99, SHOULDER BERM REMOVAL.



PROJECT PAVING LIMITS

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING +	NOTES	
WALLINGFORD VERMONT ROUTE 103	0+000.00	0+610	2.1m - 3.6m - 3.6m - 2.1m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	0+610	0+735	0.9m - 3.3m - 3.3m - 0.9m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	0+735	3+427.93	0.9m - 3.3m - 3.3m - 0.9m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	SHREWSBURY VERMONT ROUTE 103	0+000.00	0+580	0.9m - 3.3m - 3.3m - 0.9m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS
SHREWSBURY VERMONT ROUTE 103	0+580	0+780	0.9m - 3.3m - 3.3m - 0.9m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIIS	
	0+780	1+040	2.4m - 3.3m - 3.3m - 2.4m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIIS	
	1+040	1+160	2.4m - 3.3m - 3.3m - 2.4m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIIS	
	1+160	1+200	0.9m - 3.3m - 3.3m - 0.9m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIIS	
	1+200	1+416	0.9m - 3.3m - 3.3m - 0.9m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIIS	
	1+416	2+215	0.9m - 3.3m - 3.3m - 0.9m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	2+215	2+320	3.0m - 3.3m - 3.3m - 3.0m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	2+320	2+775	3.0m - 3.3m - 3.3m - 3.0m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	2+775	2+800	1.2m - 3.3m - 3.3m - 1.2m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	2+800	3+380	1.2m - 3.3m - 3.3m - 1.5m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	3+380	3+495	1.8m - 3.6m - 3.6m - 1.8m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	3+495	3+740	1.8m - 3.6m - 3.6m - 1.8m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	3+740	3+750	NO PAVING ACROSS RAILROAD TRACKS				
	3+750	5+215	1.8m - 3.6m - 3.6m - 1.8m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	5+215	5+300	0.9m - 3.3m - 3.6m - 3.6m - 1.2m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
5+300	6+150	0.9m - 3.3m - 3.6m - 3.6m - 1.2m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS		
CLARENDON VERMONT ROUTE 103	6+150	6+245	2.4m - 3.6m - 3.6m - 2.4m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	6+245	6+260	2.4m - 3.6m - 3.6m - 2.4m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	6+260	6+295	NO PAVING ACROSS RAILROAD TRACKS				
	6+295	6+820.71	2.4m - 3.6m - 3.6m - 2.4m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	2+700	2+730	2.4m - 3.6m - 3.6m - 2.4m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	2+730	2+977	3.0m - 3.6m - 3.6m - 3.0m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIIS	
	2+977	3+170.40	3.0m - 3.6m - 3.6m - 3.0m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIIS	
			VARIES - SEE PLANS	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIIS	

RURAL AREAS - SEED MIXTURE

% WT	kg/ha	NAME	PUR %	GERM %
37.1	26.0	CREEPING RED FESCUE	98	85
37.1	26.0	TALL FESCUE	95	90
5.7	4.0	RED TOP	95	90
14.4	10.0	BIRDSFOOT TREFLOIL	98	85
5.7	4.0	ANNUAL RYE GRASS	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 SEED.

SEED:
TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE 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 4500kg/ha, OR AS DIRECTED BY THE ENGINEER.

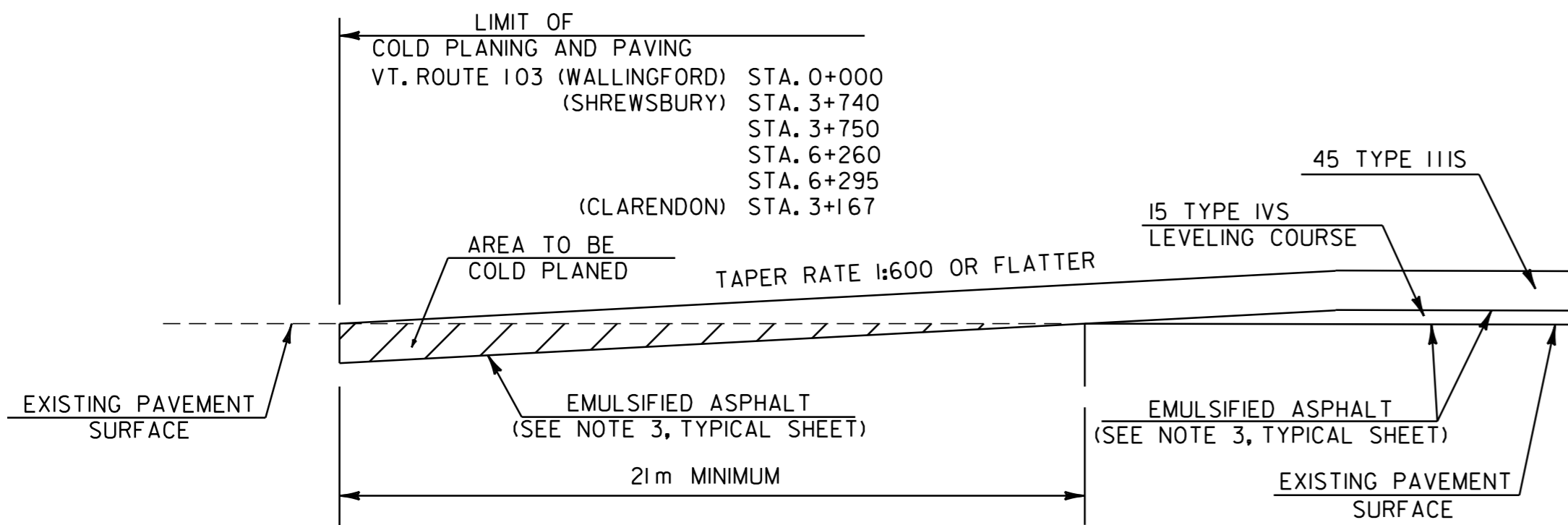
HAY MULCH:
TO BE PLACED ON EARTH SLOPES AT THE RATE OF 4500kg/ha, OR AS DIRECTED BY THE ENGINEER.

TOPSOIL:
TO BE USED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

MARKER POSTS:
TO BE PLACED AT PIPE INLETS AND OUTLETS ONLY.
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED

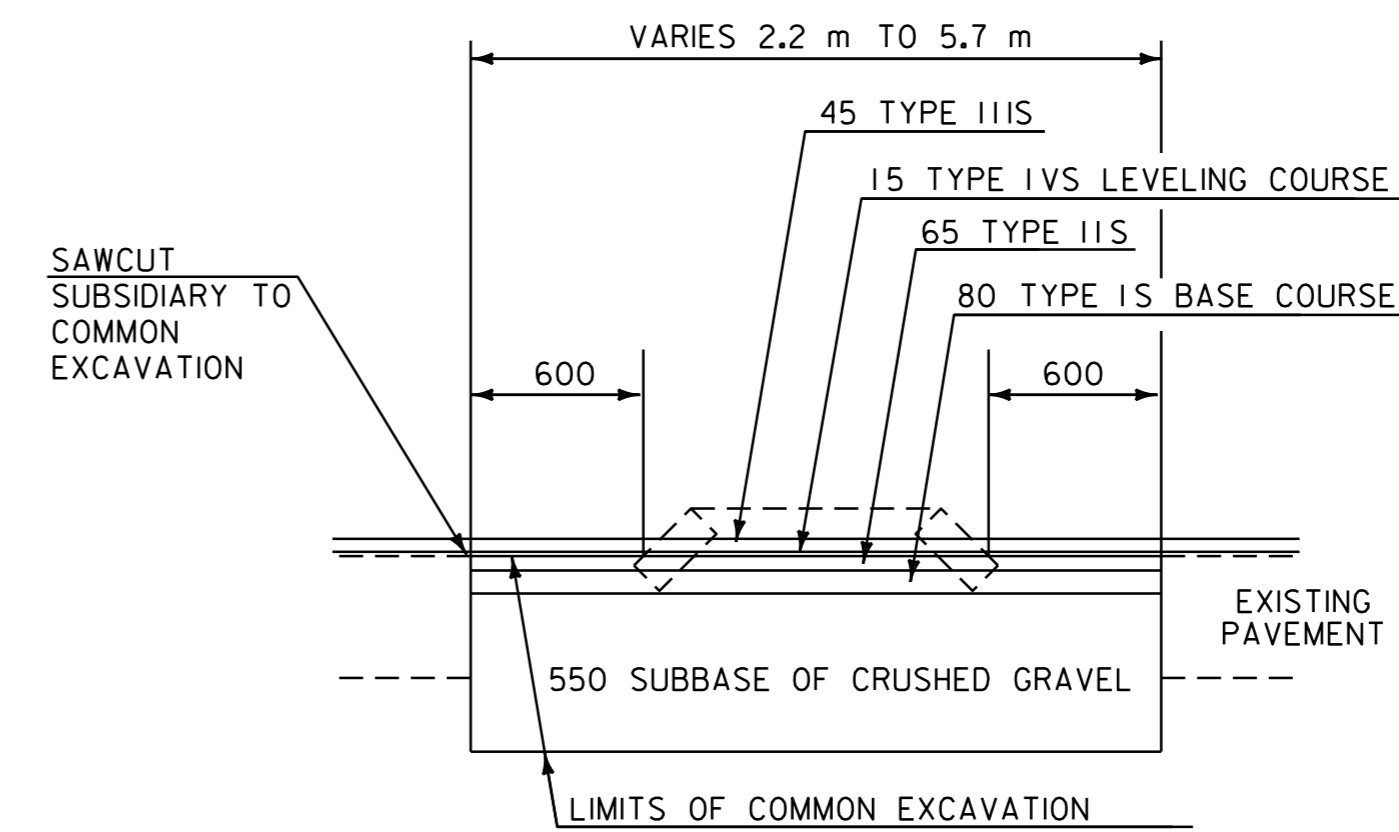
PROJECT TYPICAL SHEET

PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
DESIGN FILE NAME: /pave/99b184/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
IPARM FILE NAME: pbl84p101.i	SURVEY DATE:
SURVEYED BY: SJL, ACT	DRAWN BY: ACT
SQUAD LEADER: JAV	SHEET: 2 OF 51



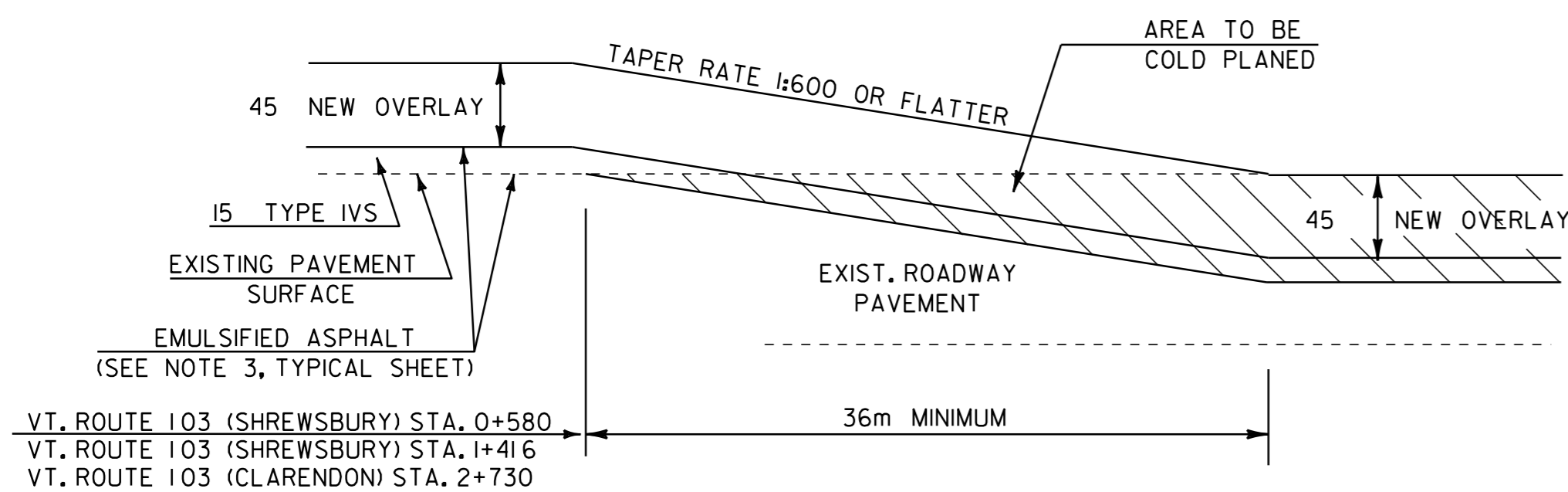
APPROACH AREA DETAIL

VT. ROUTE 103 (WALLINGFORD) STA. 0+000 - BEGIN PROJECT
 (SHREWSBURY) STA. 3+740 - RAILROAD CROSSING
 STA. 3+750 - RAILROAD CROSSING
 STA. 6+260 - RAILROAD CROSSING
 STA. 6+295 - RAILROAD CROSSING



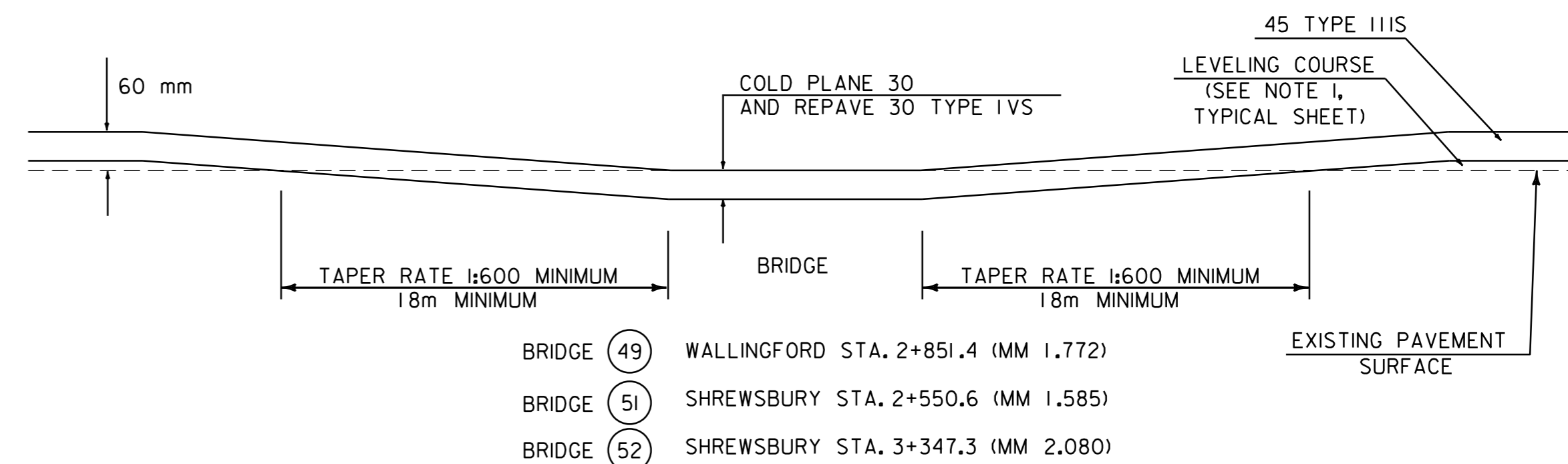
ISLAND REMOVAL DETAIL

VT. ROUTE 103 (CLARENDON) STA. 0+195 LT. TO STA. 0+217 LT.
 STA. 0+275 RT. TO STA. 0+286 RT.

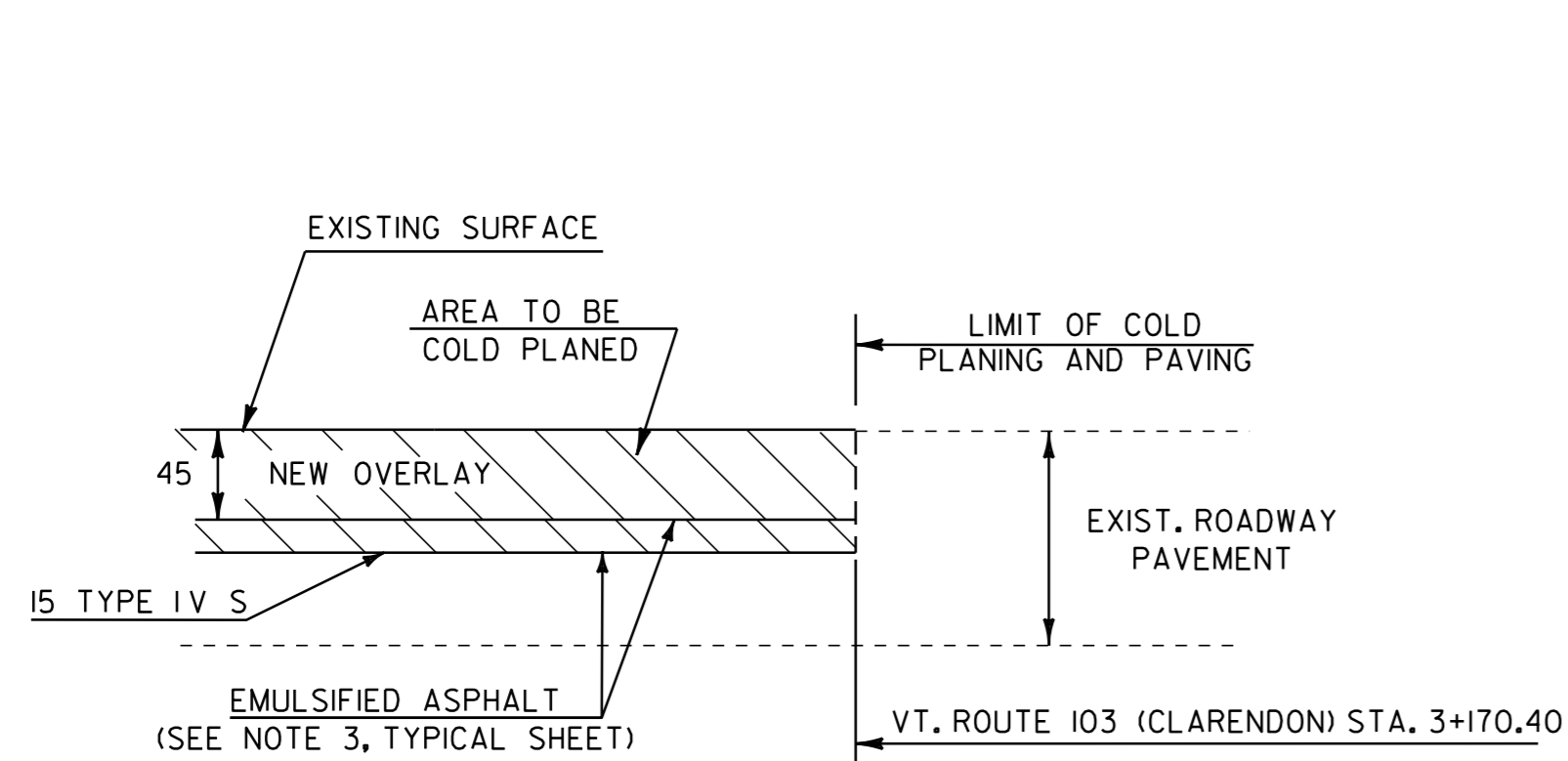


TRANSITION DETAIL

VT. ROUTE 103 (SHREWSBURY) STA. 0+580 TO STA. 0+616
 VT. ROUTE 103 (SHREWSBURY) STA. 1+380 TO STA. 1+416
 VT. ROUTE 103 (CLARENDON) STA. 2+730 TO STA. 2+766

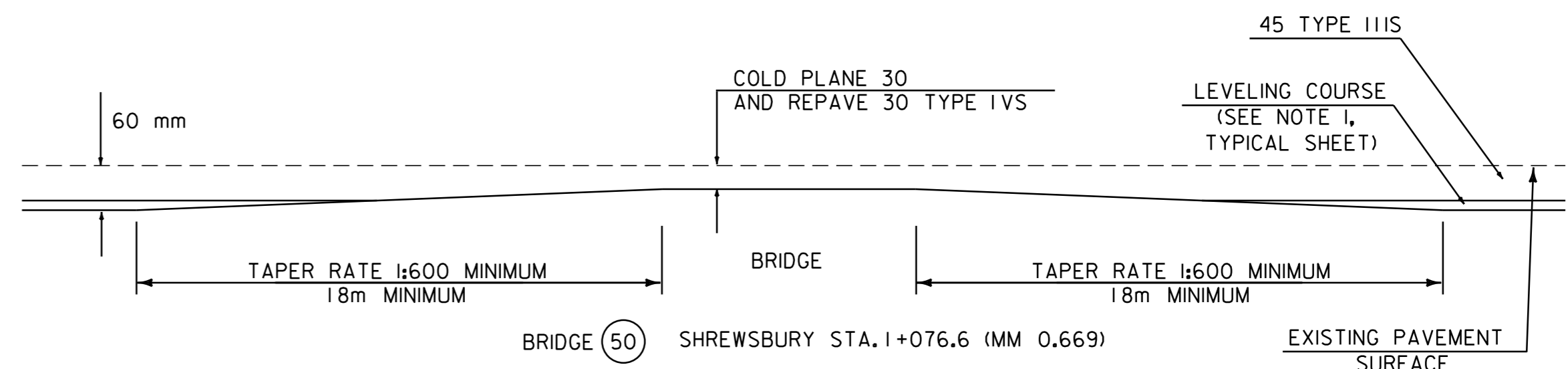


COLD PLANING TRANSITIONS



APPROACH AREA DETAIL

VT. ROUTE 103 (CLARENDON) STA. 3+170.40 - END PROJECT



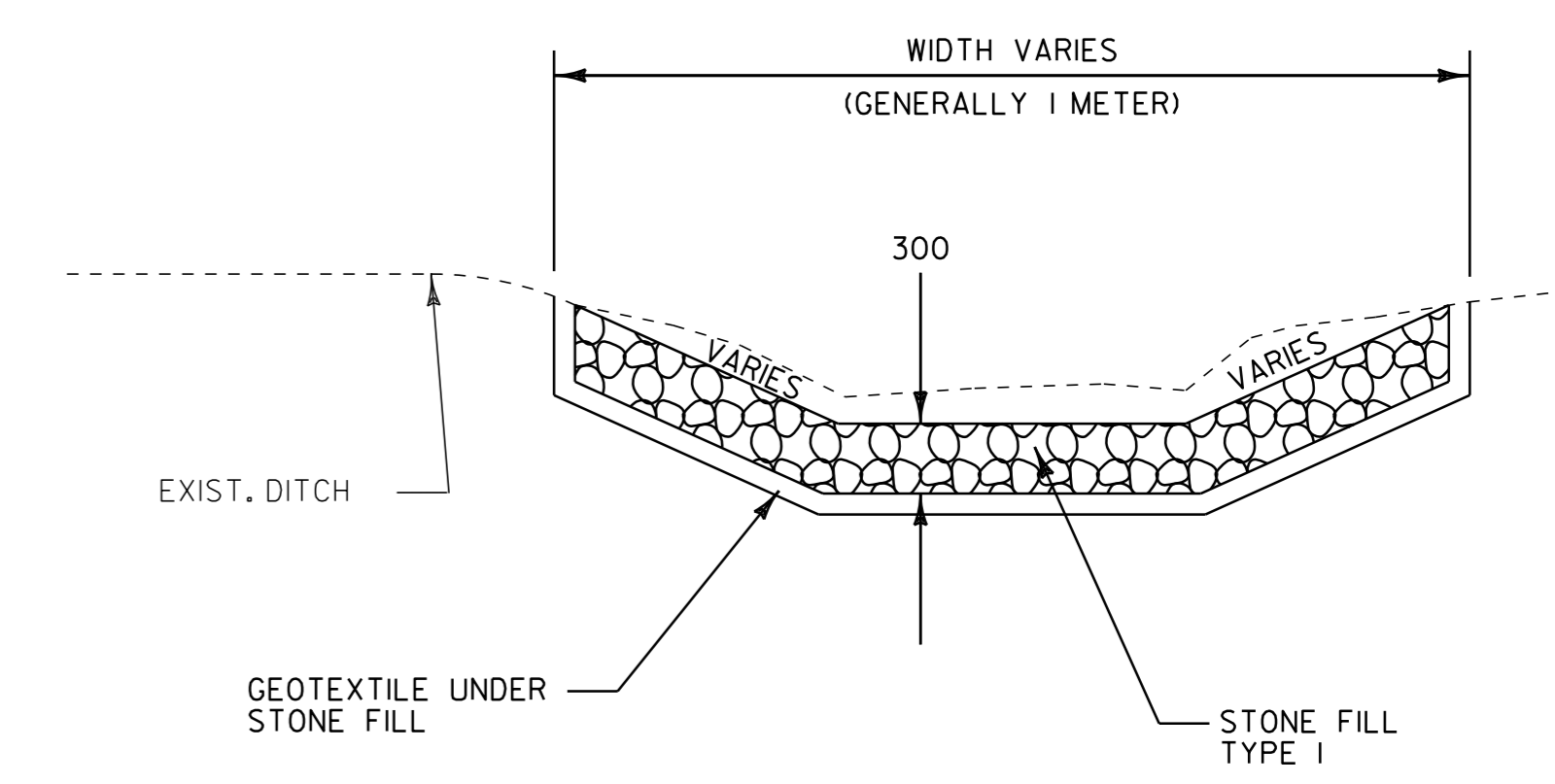
COLD PLANING TRANSITION

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED

APPROACH AND TRANSITION DETAILS	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pbl84td01.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 3 OF 51

LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS	LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS				
SITE	STATION	STATION	POS.	PERCENT GRADE			EROS. MATT.	STONE FILL TYP. I	GEOT. UNDER STONE FILL		SITE	STATION	STATION	POS.	PERCENT GRADE			EROS. MATT.	STONE FILL TYP. I	GEOT. UNDER STONE FILL					
				0-2	2-5	>5									0-2	2-5	>5								
VT. ROUTE 103, WALLINGFORD DISTRICT 3							m ²	m ³	m ²								m2	m3	m2						
1	0+112	0+193	RT.		81			24.3	131.3																
2	0+160	0+325	LT.		165			49.5	267.4																
3	0+321	0+470	RT.		149			44.7	241.5																
4	1+624	1+770	RT.		146			43.8	236.6																
5	2+250	2+300	RT.		50			15.0	81.0																
VT. ROUTE 103, SHREWSBURY DISTRICT 3																									
5	1+400	1+512	LT.		112			33.6	181.5																
SUBTOTALS					703			210.9	1139.3	TO ITEM DETAIL SHEET	SUBTOTALS														

LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS
SITE	STATION	STATION	POS.	PERCENT GRADE			EROS. MATT.	STONE FILL TYP. I	GEOT. UNDER STONE FILL	
				0-2	2-5	>5				
PROJECT SUBTOTALS										
ROUNDING										
PROJECT TOTALS										



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 I HAS BEEN INCLUDED. EROSION MATTING SHALL BE USED IN ALL DITCHES WITH A GRADE BETWEEN 2 AND 5 PERCENT AND STONE FILL TYPE I SHALL BE USED IN ALL DITCHES WITH A GRADE GREATER THAN 5 PERCENT OR AS DIRECTED BY THE RESIDENT ENGINEER.



DITCH CLEANING DETAIL SHEET	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pb184dcs.1	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
SQUAD LEADER: JAV	SHEET: 9 OF 51	

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 0+000.00 TO STA. 0+680.0 SOLID LT. AND RT.
(WITH CENTERLINE BREAK FOR SIDE ROAD)
STA. 0+378 LT. (VERMONT ROUTE 155)

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 0+000.00 TO STA. 0+680.0 SOLID LT. AND RT. (EDGE LINE)
(WITH EDGE LINE BREAK FOR SIDE ROAD)

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA. 0+378 LT. - "STOP" (VERMONT ROUTE 155)

TEMPORARY AND DURABLE 600mm STOP BAR

STA. 0+378 LT. (VERMONT ROUTE 155)

MANUFACTURED TERMINAL SECTION (FLARED)

STA. 0+175.0 RT. TO STA. 0+182.6 RT.
STA. 0+186.4 RT. TO STA. 0+194.0 RT.
STA. 0+471.0 RT. TO STA. 0+482.4 RT.
STA. 0+497.6 RT. TO STA. 0+509.0 RT.

STEEL BEAM GUARD RAIL

STA. 0+182.6 RT. TO STA. 0+186.4 RT.
STA. 0+482.4 RT. TO STA. 0+497.6 RT.

REMOVAL AND DISPOSAL OF GUARD RAIL

STA. 0+175 RT. TO STA. 0+194 RT. (27m)
STA. 0+471 RT. TO STA. 0+510 RT.

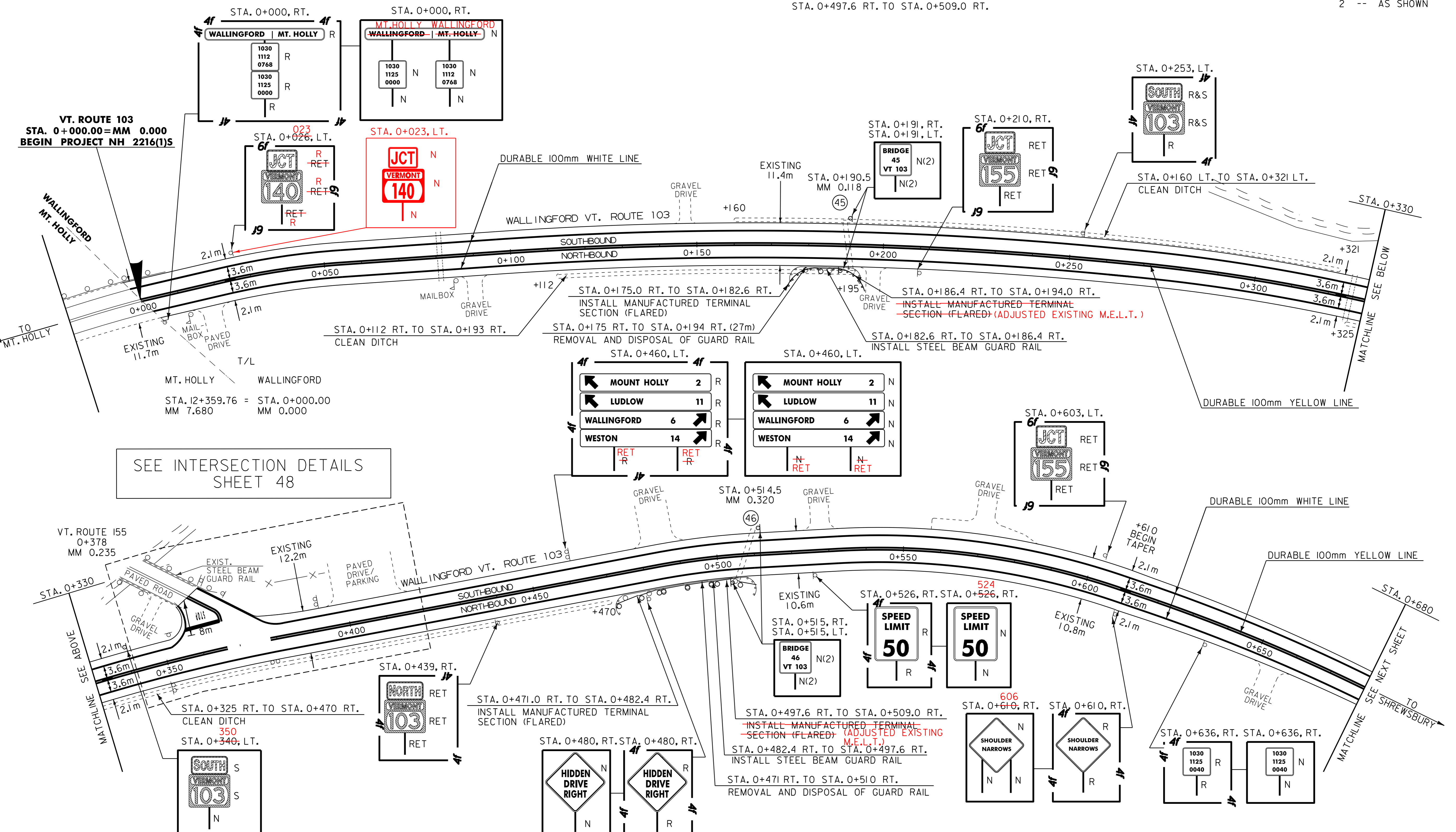


REMOVING SIGNS

14 -- AS SHOWN

ERECTING SALVAGED SIGNS

2 -- AS SHOWN



SEE INTERSECTION DETAILS SHEET 48

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

LEGEND

N	= NEW
R	= REMOVE
R & S	= REMOVE AND SALVAGE
S	= SALVAGE SIGN
RET	= RETAIN
B - B	= BACK TO BACK

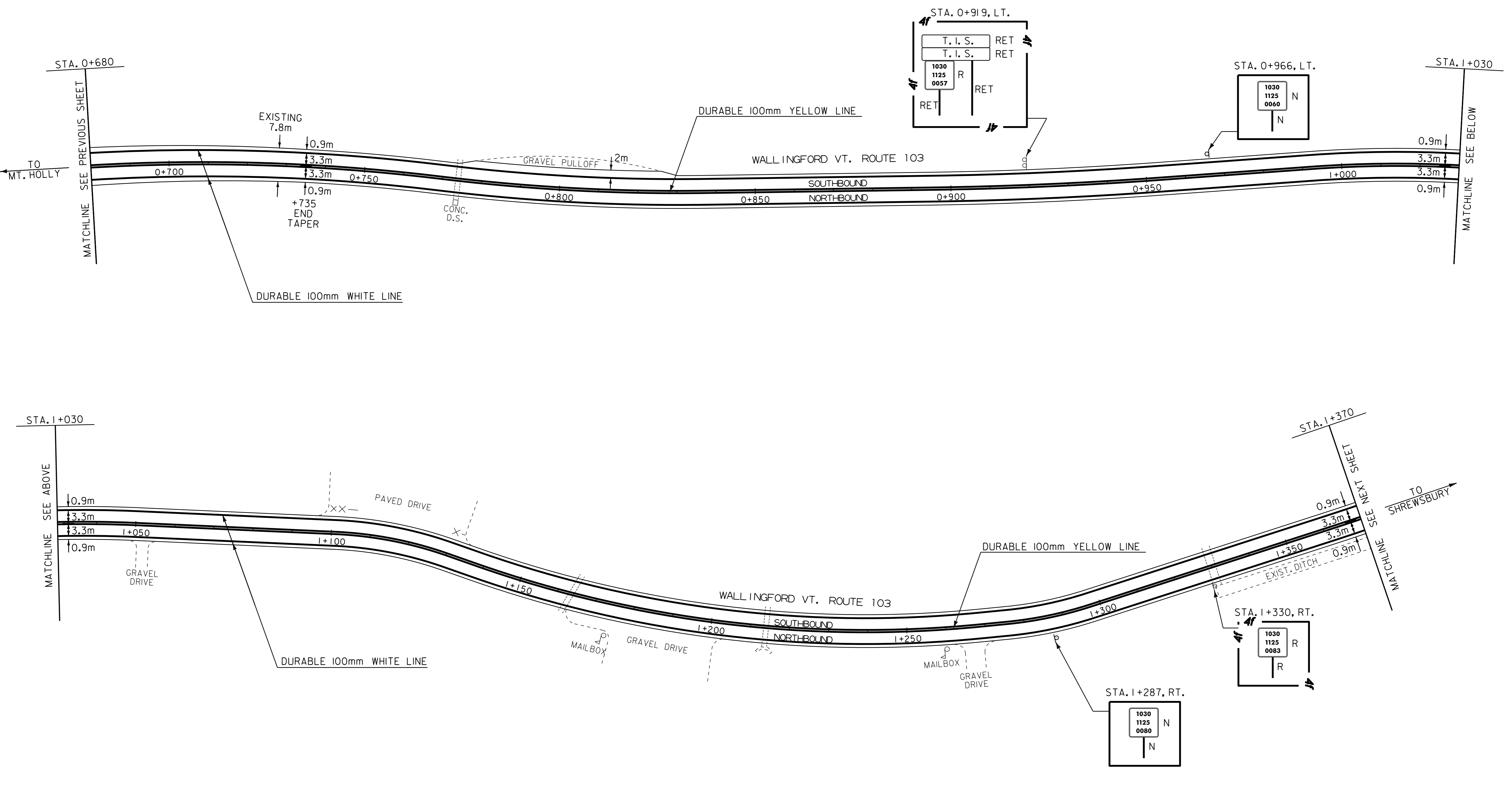
PAVING PROJECT LAYOUT #1

PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
IPARM FILE NAME: pbl84I01	SURVEY DATE:
SURVEYED BY: SJL, ACT	DRAWN BY: ACT
SQUAD LEADER: JAV	SHEET: 10 OF 51

TEMPORARY AND DURABLE 100mm YELLOW LINE
 STA. 0+680.0 TO STA. 1+370.0 SOLID LT. AND RT.

TEMPORARY AND DURABLE 100mm WHITE LINE
 STA. 0+680.0 TO STA. 1+370.0 SOLID LT. AND RT. (EDGE LINE)

REMOVING SIGNS
 2 -- AS SHOWN



LEGEND
 N = NEW
 R = REMOVE
 R & S = REMOVE AND SALVAGE
 S = SALVAGE SIGN
 RET = RETAIN
 B - B = BACK TO BACK

DATUM
 VERTICAL N/A
 HORIZONTAL N/A

PAVING PROJECT LAYOUT #2	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pbl84102.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 11 OF 51

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 1+370.0 TO STA. 2+040.0 SOLID LT. AND RT.

MANUFACTURED TERMINAL SECTION (FLARED)

STA. 1+771.0 RT. TO STA. 1+782.4 LT.
STA. 1+945.8 LT. TO STA. 1+957.2 LT.

STEEL BEAM GUARD RAIL

STA. 1+782.4 LT. TO STA. 1+945.8 LT.

REMOVING SIGNS

22 -- AS SHOWN

TEMPORARY AND DURABLE 100mm WHITE LINE

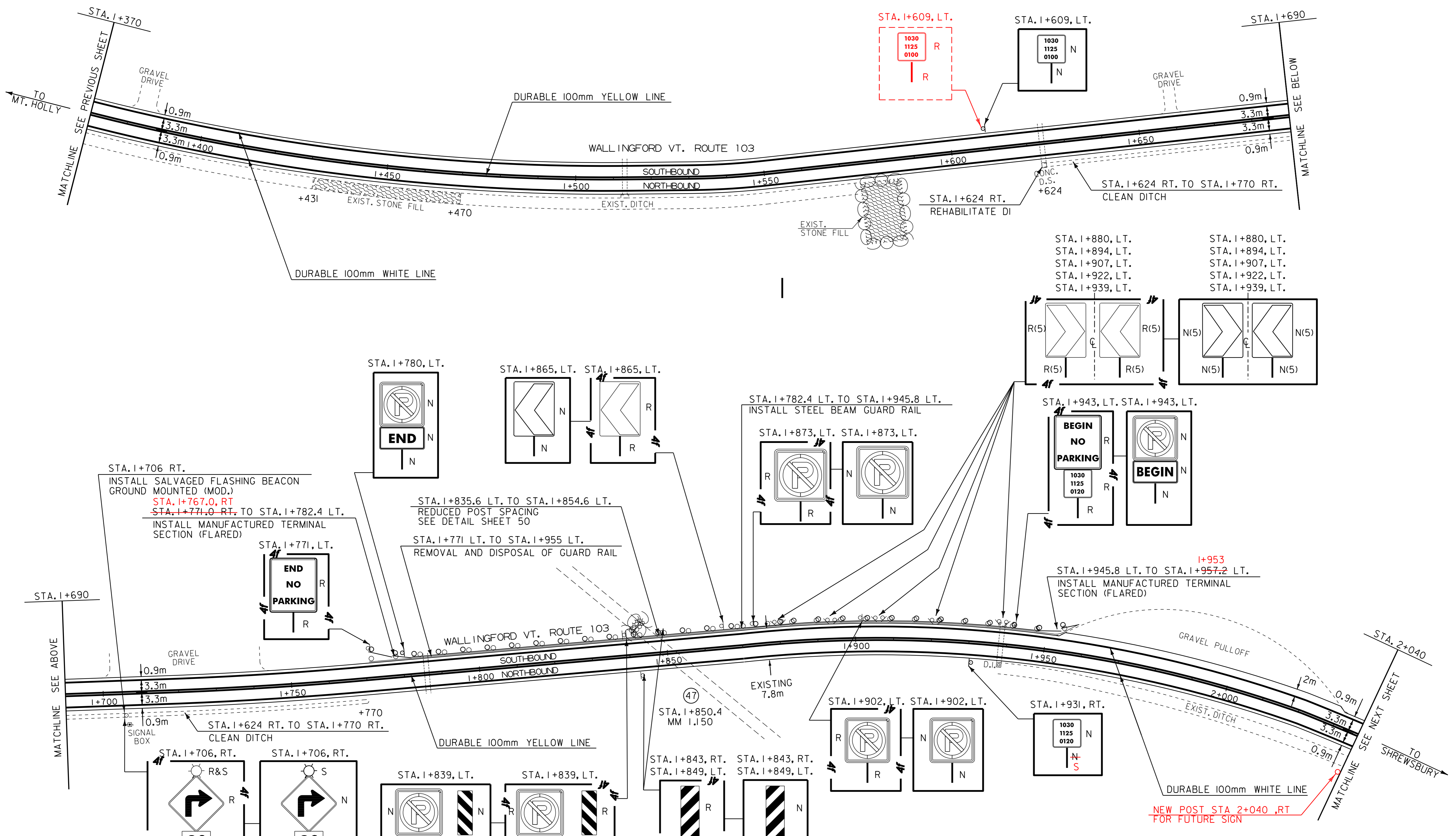
STA. 1+370.0 TO STA. 2+040.0 SOLID LT. AND RT. (EDGE LINE)

FLASHING BEACON -- GROUND MOUNTED (MOD.)

STA. 1+706 RT.

REMOVAL AND DISPOSAL OF GUARD RAIL

STA. 1+771 LT. TO STA. 1+955 LT.



TO MT. HOLLY

TO SHREWSBURY

- LEGEND
- N = NEW
 - R = REMOVE
 - R & S = REMOVE AND SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - B - B = BACK TO BACK

PAVING PROJECT LAYOUT #3

PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
IPARM FILE NAME: pbl84i03.i	SURVEY DATE:
SURVEYED BY: SJL, ACT	DRAWN BY: ACT
SQUAD LEADER: JAV	SHEET: 12 OF 51

DATUM
VERTICAL N/A
HORIZONTAL N/A

TEMPORARY AND DURABLE 100mm YELLOW LINE

FLASHING BEACON -- GROUND MOUNTED (MOD.)

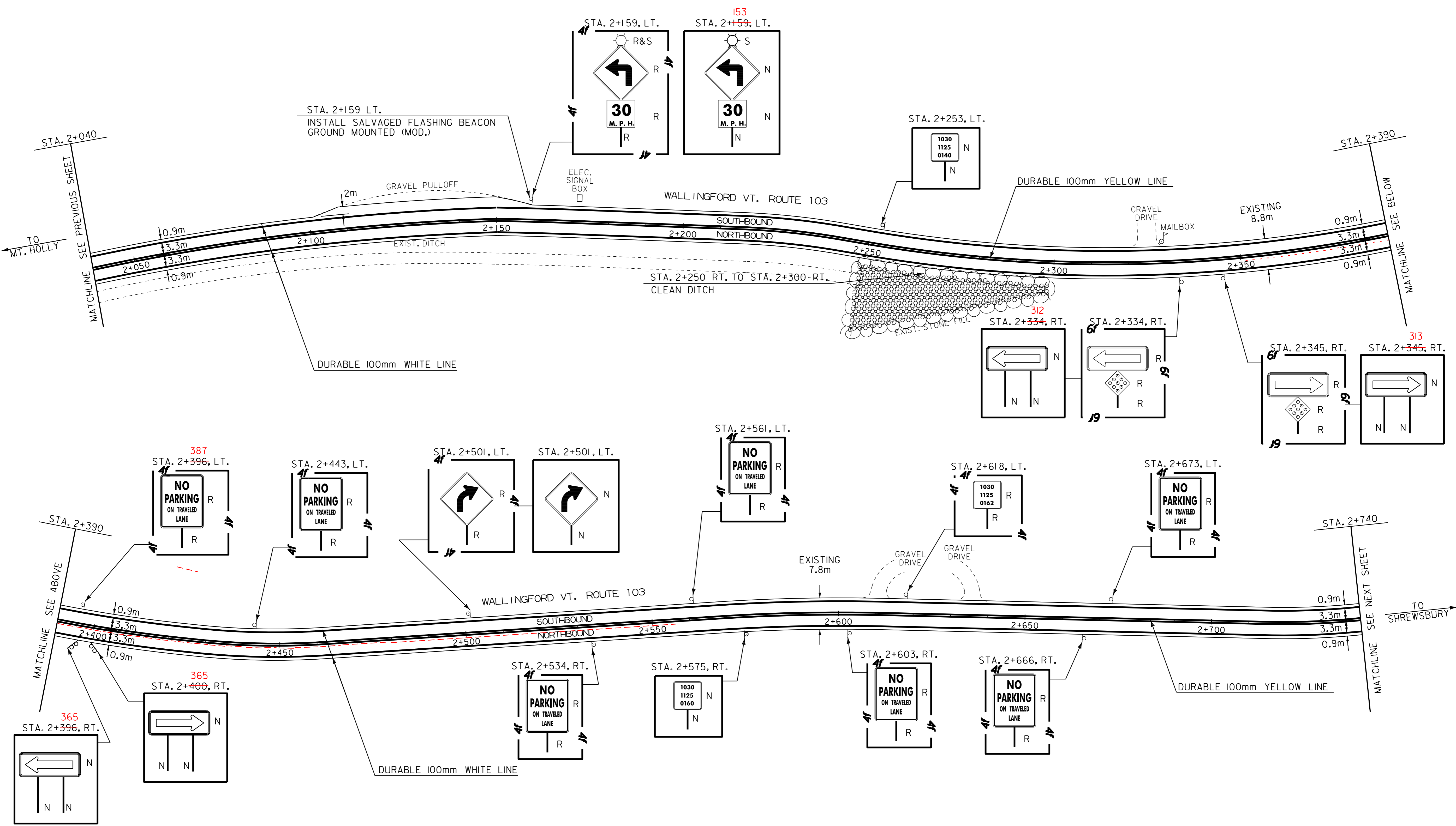
REMOVING SIGNS

2+354
 STA. 2+040.0 TO STA. 2+740.0 SOLID LT. AND RT.
 STA. 2+354.0 TO STA. 2+557.0 SOLID LT AND DASHED RT
 STA. 2+354.0 TO STA. 2+740.0 SOLID LT. AND RT.
 TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 2+159 LT.

15 -- AS SHOWN

STA. 2+040.0 TO STA. 2+740.0 SOLID LT. AND RT. (EDGE LINE)



LEGEND
 N = NEW
 R = REMOVE
 R & S = REMOVE AND SALVAGE
 S = SALVAGE SIGN
 RET = RETAIN
 B - B = BACK TO BACK

PAVING PROJECT LAYOUT #4	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pb184104.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 13 OF 51

DATUM
 VERTICAL N/A
 HORIZONTAL N/A

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 2+740.0 TO STA. 3+090.0 SOLID LT. AND RT.
(WITH CENTERLINE BREAKS FOR SIDE ROADS)
STA. 2+801 RT. (FREEMAN ROAD)
STA. 2+995 RT. (MT. HOLLY ROAD)
STA. 2+995 RT. (CUTTS ROAD)

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 2+740.0 TO STA. 3+090.0 SOLID LT. AND RT. (EDGE LINE)
(WITH EDGE LINE BREAKS FOR SIDE ROADS)

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA. 2+801 RT. - "STOP" (FREEMAN ROAD)
STA. 2+995 RT. - "STOP" (CUTTS ROAD)
STA. 2+995 RT. - "STOP" (MT. HOLLY ROAD)

TEMPORARY AND DURABLE 600mm STOP BAR

STA. 2+801 RT. (FREEMAN ROAD)
STA. 2+995 RT. (CUTTS ROAD)
STA. 2+995 RT. (MT. HOLLY ROAD)

MANUFACTURED TERMINAL SECTION (FLARED)

STA. 2+811 RT. TO STA. 2+815 RT.
STA. 2+823.0 LT. TO STA. 2+834.4 LT.
STA. 2+861.6 RT. TO STA. 2+873.0 RT.
STA. 2+861.6 LT. TO STA. 2+873.0 LT.

REMOVAL AND DISPOSAL OF GUARD RAIL

STA. 2+811 RT. TO STA. 2+815 RT. (11.4m)
STA. 2+823.0 LT. TO STA. 2+834.4 LT.
STA. 2+861.6 RT. TO STA. 2+873.0 RT.
STA. 2+861.6 LT. TO STA. 2+873.0 LT.

SHOULDER BERM REMOVAL

STA. 2+815 RT. TO STA. 2+862 RT.
STA. 2+834 LT. TO STA. 2+862 LT.

EARTH BORROW

STA. 2+985 RT. TO STA. 2+992 RT.
STA. 3+000 RT. TO STA. 3+008 RT.
STA. 3+009 RT. TO STA. 3+015 RT.

EXCAVATION OF SURFACES AND PAVEMENTS

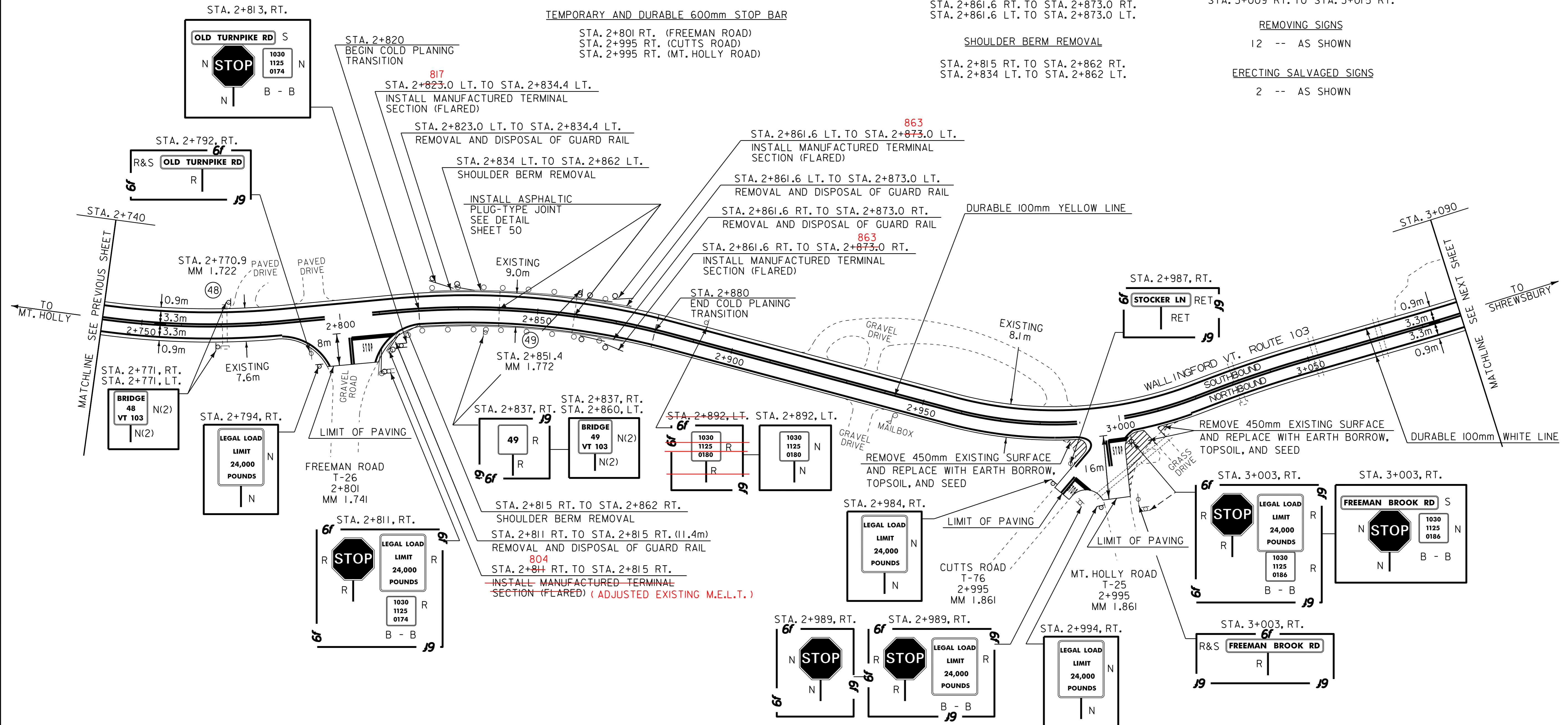
STA. 2+985 RT. TO STA. 2+992 RT.
STA. 3+000 RT. TO STA. 3+008 RT.
STA. 3+009 RT. TO STA. 3+015 RT.

REMOVING SIGNS

12 -- AS SHOWN

ERECTING SALVAGED SIGNS

2 -- AS SHOWN



LEGEND
 N = NEW
 R = REMOVE
 R & S = REMOVE AND SALVAGE
 S = SALVAGE SIGN
 RET = RETAIN
 B - B = BACK TO BACK

PAVING PROJECT LAYOUT #5	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pb184105.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 14 OF 51

DATUM
 VERTICAL N/A
 HORIZONTAL N/A

TEMPORARY AND DURABLE 100mm WHITE LINE

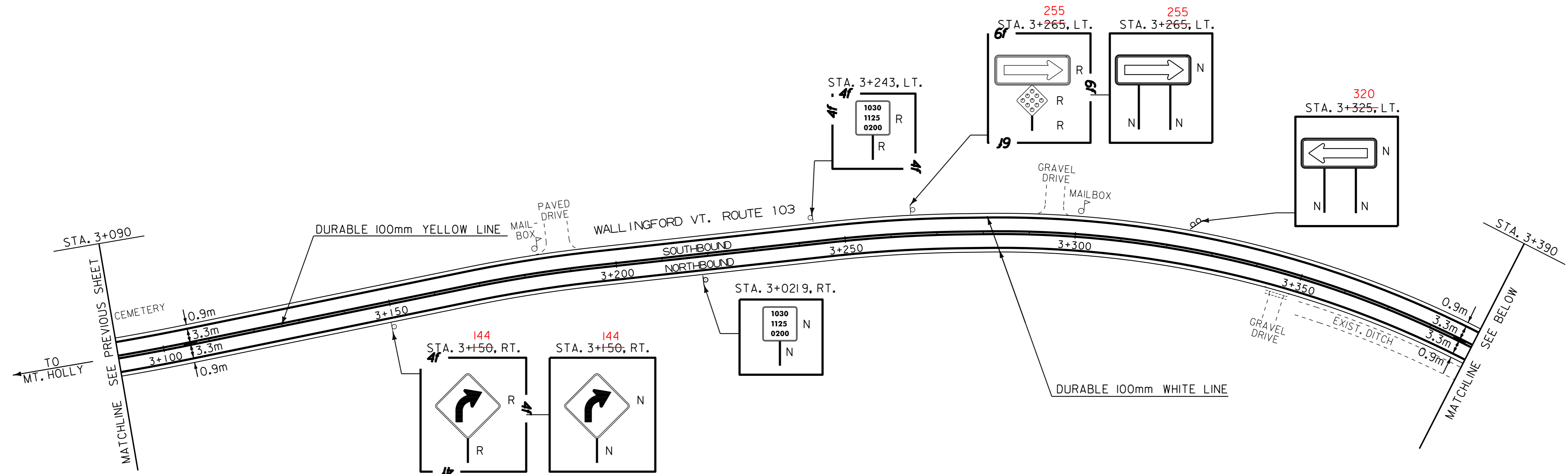
STA. 3+090.0 TO STA. 3+427.93 SOLID LT. AND RT. (EDGE LINE)
 STA. 0+000.00 TO STA. 0+270.0 SOLID LT. AND RT. (EDGE LINE)

TEMPORARY AND DURABLE 100mm YELLOW LINE

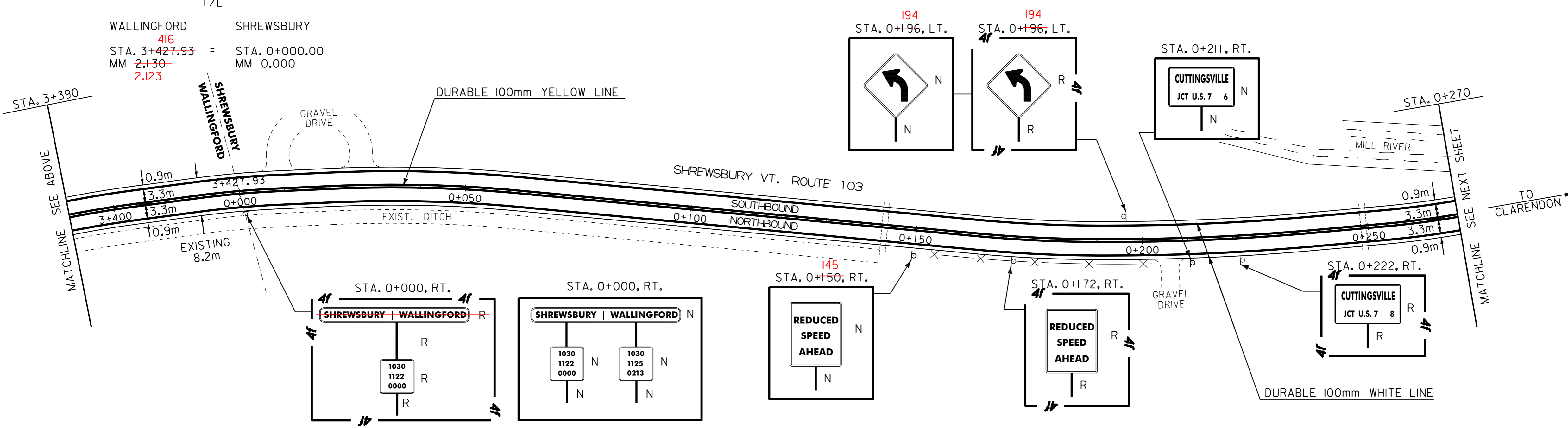
STA. 3+090.0 TO STA. 3+427.93 SOLID LT. AND RT.
 STA. 0+000.00 TO STA. 0+270.0 SOLID LT. AND RT.

REMOVING SIGNS

9 -- AS SHOWN



T/L
 WALLINGFORD SHREWSBURY
 416
 STA. 3+427.93 = STA. 0+000.00
 MM 2.130-2.123

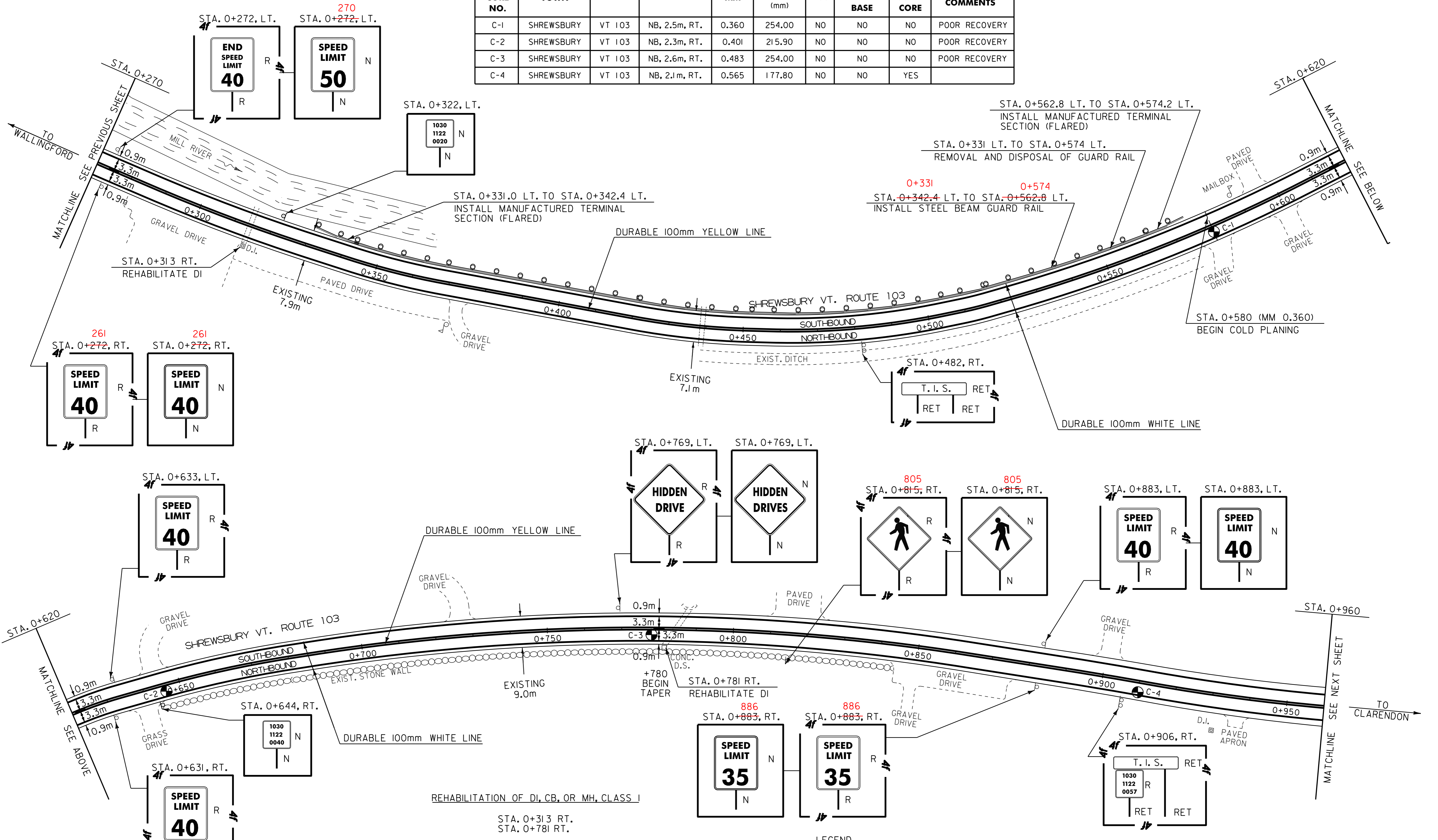


- LEGEND
- N = NEW
 - R = REMOVE
 - R & S = REMOVE AND SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - B - B = BACK TO BACK

PAVING PROJECT LAYOUT #6	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pb184106.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 15 OF 51

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

DATA FOR PAVEMENT CORES									
CORE NO.	TOWN	ROUTE	DIR / OS	MM	DEPTH (mm)	PCC	DRAINABLE BASE	SOLID CORE	COMMENTS
C-1	SHREWSBURY	VT 103	NB, 2.5m, RT.	0.360	254.00	NO	NO	NO	POOR RECOVERY
C-2	SHREWSBURY	VT 103	NB, 2.3m, RT.	0.401	215.90	NO	NO	NO	POOR RECOVERY
C-3	SHREWSBURY	VT 103	NB, 2.6m, RT.	0.483	254.00	NO	NO	NO	POOR RECOVERY
C-4	SHREWSBURY	VT 103	NB, 2.1m, RT.	0.565	177.80	NO	NO	YES	



DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

REHABILITATION OF DI, CB, OR MH, CLASS I
STA. 0+313 RT.
STA. 0+781 RT.

STEEL BEAM GUARD RAIL
STA. 0+342.4 LT. TO STA. 0+562.8 LT.

- LEGEND
- N = NEW
 - R = REMOVE
 - R & S = REMOVE AND SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - B - B = BACK TO BACK
 - ⊙ = CORE W/NUMBER

PAVING PROJECT LAYOUT #7	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pbl84107.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 16 OF 51

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 0+960.0 TO STA. 1+290.0 SOLID LT. AND RT. (WITH CENTERLINE BREAKS FOR SIDE ROADS)
STA. 1+062 RT. (TOWN HILL ROAD)
STA. 1+126 LT. (FISK ROAD)

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 0+960.0 TO STA. 1+290.0 SOLID LT. AND RT. (EDGE LINE) (WITH EDGE LINE BREAKS FOR SIDE ROADS)

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA. 1+062 RT. - "STOP" (TOWN HILL ROAD)
STA. 1+126 LT. - "STOP" (FISK ROAD)

TEMPORARY AND DURABLE 600mm STOP BAR

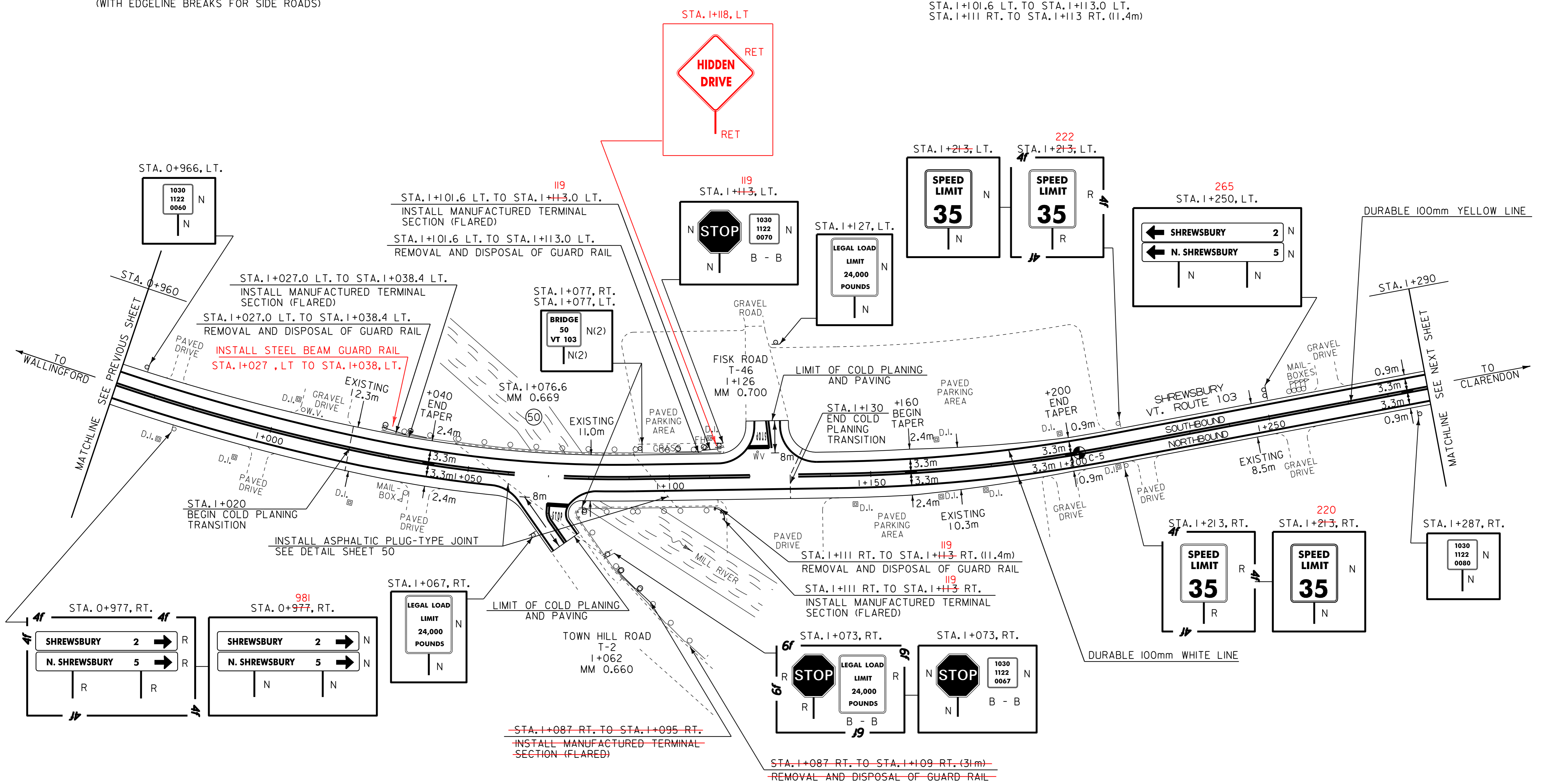
STA. 1+062 RT. (TOWN HILL ROAD)
STA. 1+126 LT. (FISK ROAD)

MANUFACTURED TERMINAL SECTION (FLARED)

STA. 1+027.0 LT. TO STA. 1+038.4 LT.
STA. 1+087 RT. TO STA. 1+095 RT.
STA. 1+101.6 LT. TO STA. 1+113.0 LT.
STA. 1+111 RT. TO STA. 1+113 RT.

REMOVAL AND DISPOSAL OF GUARD RAIL

STA. 1+027.0 LT. TO STA. 1+038.4 LT.
STA. 1+087 RT. TO STA. 1+09 RT. (31m)
STA. 1+101.6 LT. TO STA. 1+113.0 LT.
STA. 1+111 RT. TO STA. 1+113 RT. (11.4m)



DATA FOR PAVEMENT CORES

CORE NO.	TOWN	ROUTE	DIR / OS	MM	DEPTH (mm)	PCC	DRAINABLE BASE	SOLID CORE	COMMENTS
C-5	SHREWSBURY	VT 103	NB, 3.4m, RT.	0.747	133.35	NO	NO	YES	

- LEGEND
- N = NEW
 - R = REMOVE
 - R & S = REMOVE AND SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - B - B = BACK TO BACK
 - ☉ = CORE W/NUMBER

PAVING PROJECT LAYOUT #8	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pbl84108.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	SQUAD LEADER: JAV

DATUM
VERTICAL N/A
HORIZONTAL N/A

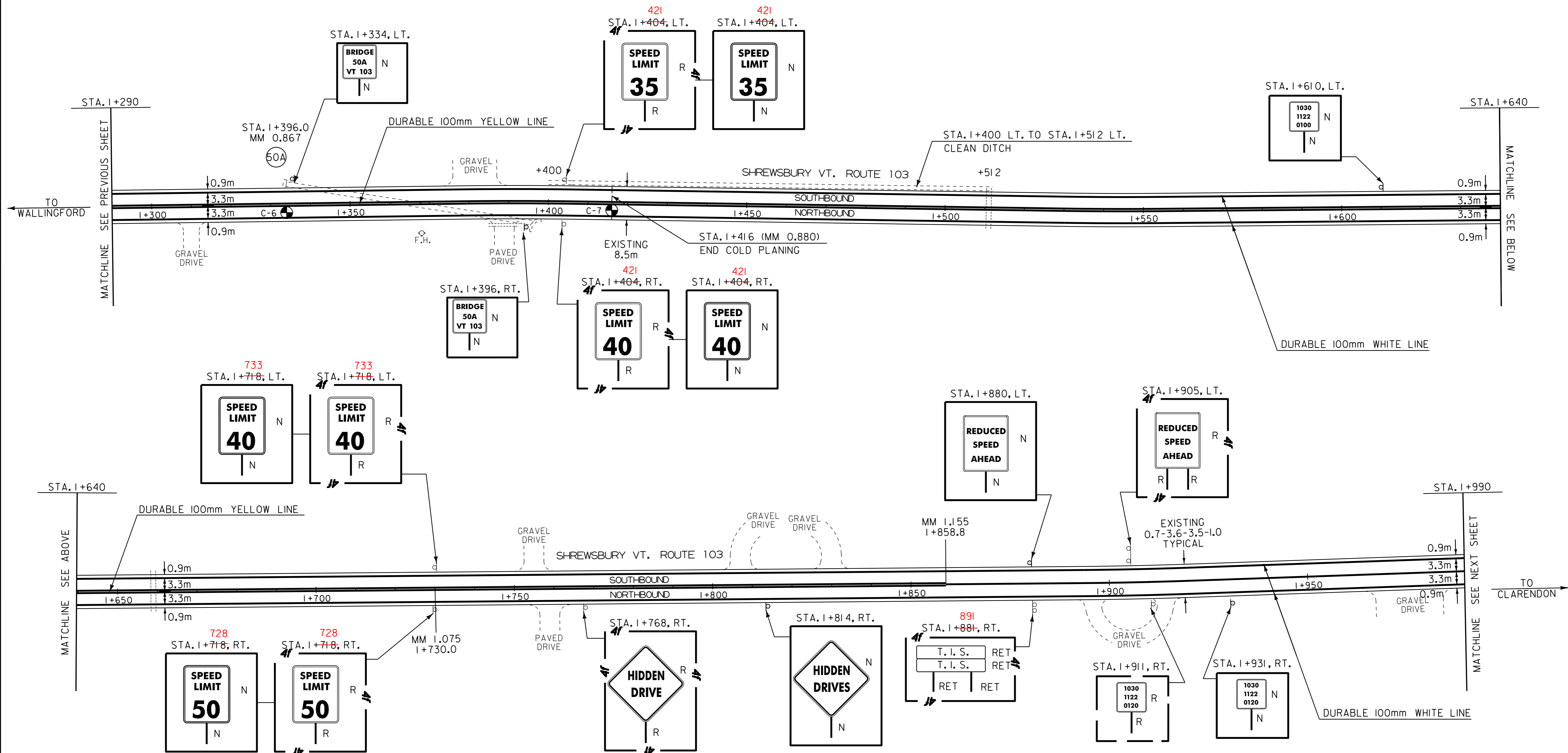
TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 1+290.0 TO STA. 1+730.0 SOLID LT. AND RT.
 STA. 1+730.0 TO STA. 1+858.8 SOLID LT. AND DASHED RT.
 STA. 1+858.8 TO STA. 1+990.0 DASHED

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 1+290.0 TO STA. 1+990.0 SOLID LT. AND RT. (EDGE LINE)

REMOVING SIGNS
 7 -- AS SHOWN



POOR RECOVERY
 POOR RECOVERY

DATA FOR PAVEMENT CORES									
CORE NO.	TOWN	ROUTE	DIR /OS	MM	DEPTH (mm)	PCC	DRAINABLE BASE	SOLID CORE	COMMENTS
C-6	SHREWSBURY	VT 103	NB, 2.2m, RT.	0.829	241.30	NO	NO	NO	POOR RECOVERY
C-7	SHREWSBURY	VT 103	NB, 2.4m, RT.	0.880	266.70+	NO	NO	NO	POOR RECOVERY

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

LEGEND
 N = NEW
 R = REMOVE
 R & S = REMOVE AND SALVAGE
 S = SALVAGE SIGN
 RET = RETAIN
 B - B = BACK TO BACK
 ⊕ = CORE W/NUMBER

PAVING PROJECT LAYOUT #9	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pbl84109.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 18 OF 51

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 1+990.0 TO STA. 2+220.9 DASHED
 STA. 2+220.9 TO STA. 2+446.2 DASHED LT. AND SOLID RT.
 STA. 2+446.2 TO STA. 2+670.0 SOLID LT. AND RT.
 (WITH CENTERLINE BREAK FOR SIDE ROAD)

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 1+990.0 TO STA. 2+670.0 SOLID LT. AND RT. (EDGE LINE)
 (WITH EDGE LINE BREAK FOR SIDE ROAD)

REMOVING SIGNS

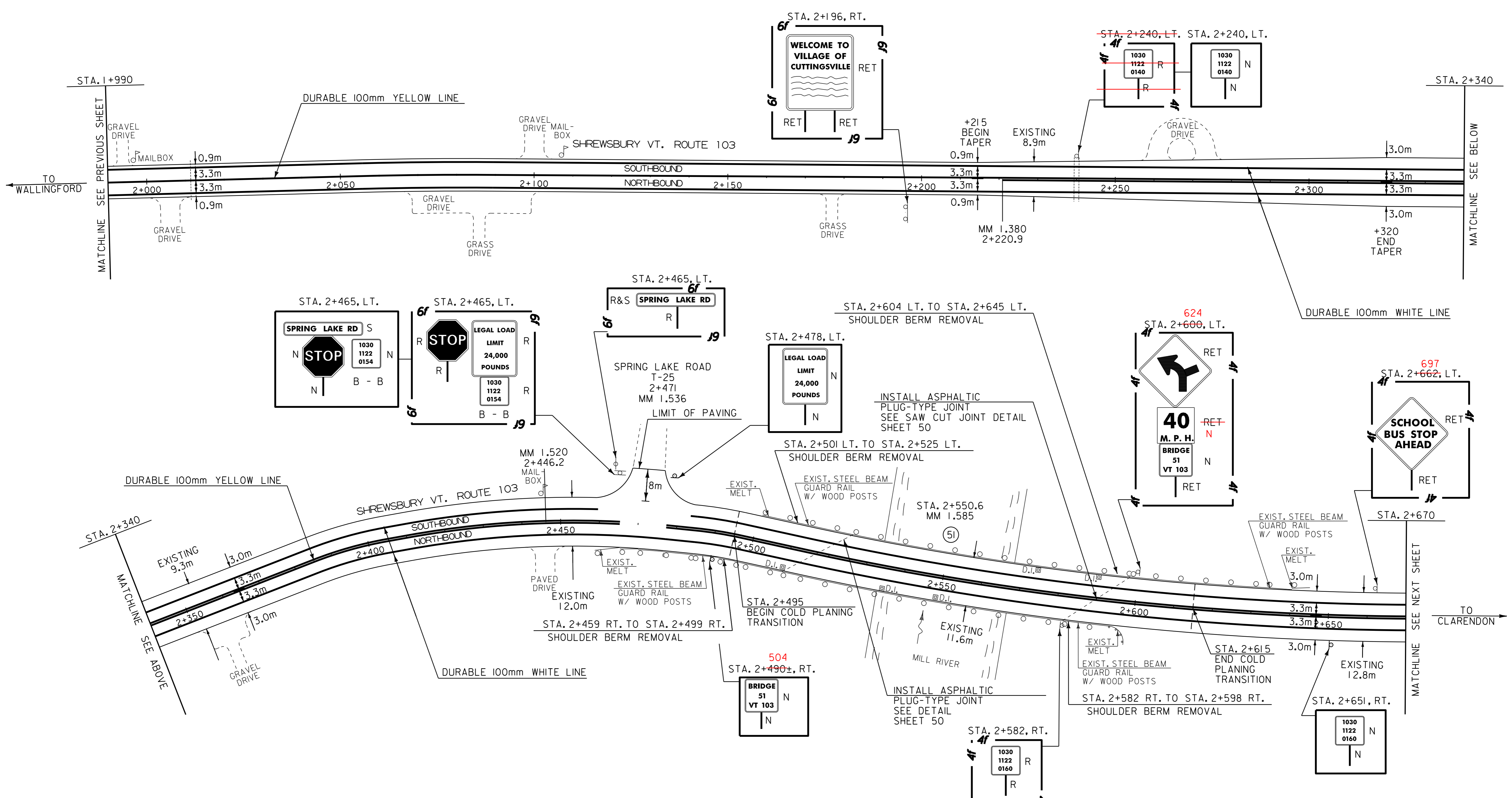
7 -- AS SHOWN

SHOULDER BERM REMOVAL

STA. 2+459 RT. TO STA. 2+499 RT.
 STA. 2+501 LT. TO STA. 2+525 LT.
 STA. 2+582 RT. TO STA. 2+598 RT.
 STA. 2+604 LT. TO STA. 2+645 LT.

ERECTING SALVAGED SIGNS

1 -- AS SHOWN



LEGEND
 N = NEW
 R = REMOVE
 R & S = REMOVE AND SALVAGE
 S = SALVAGE SIGN
 RET = RETAIN
 B - B = BACK TO BACK

PAVING PROJECT LAYOUT #10	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pbl8410.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 19 OF 51

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

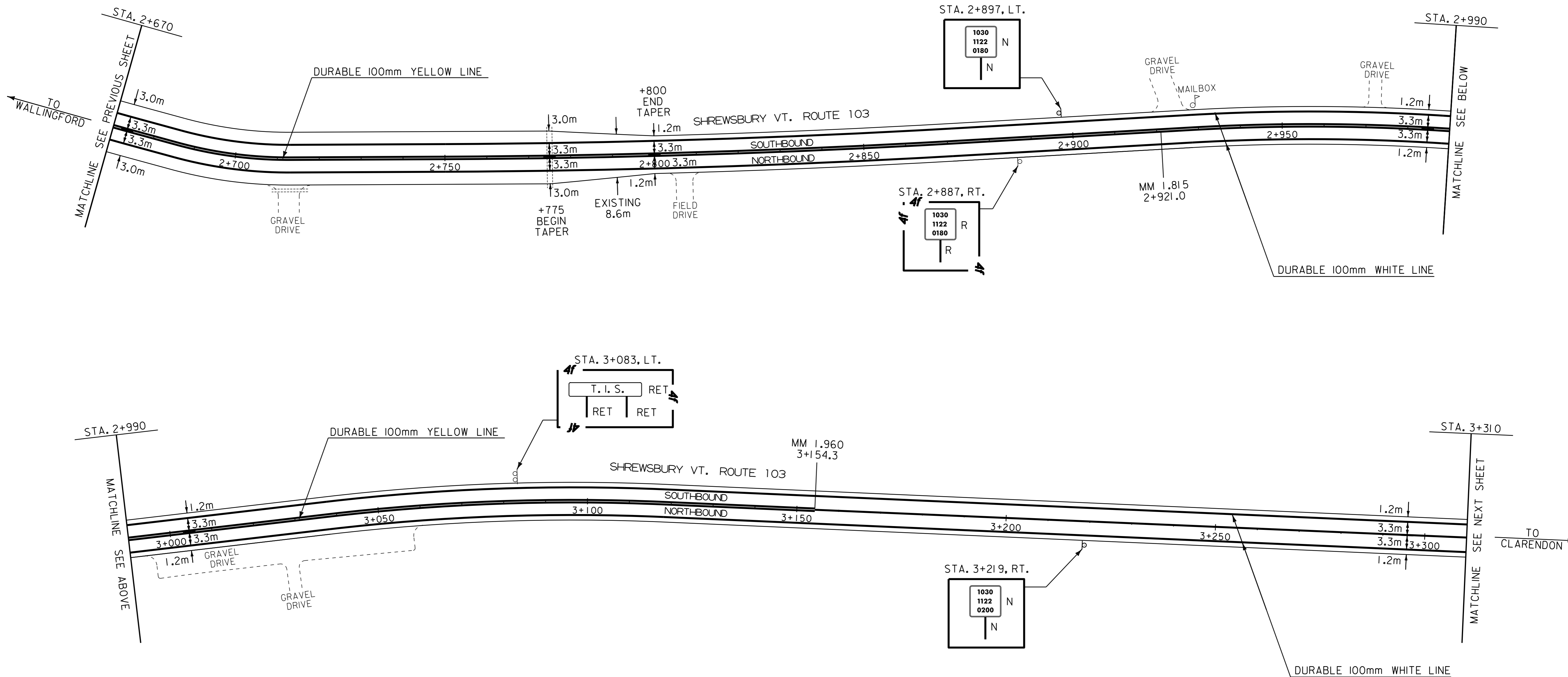
TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 2+670.0 TO STA. 2+921.0 SOLID LT. AND RT.
STA. 2+921.0 TO STA. 3+154.3 SOLID LT. AND DASHED RT.
STA. 3+154.3 TO STA. 3+310.0 DASHED

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 2+670.0 TO STA. 3+310.0 SOLID LT. AND RT. (EDGE LINE)

REMOVING SIGNS
I -- AS SHOWN



LEGEND

- N = NEW
- R = REMOVE
- R & S = REMOVE AND SALVAGE
- S = SALVAGE SIGN
- RET = RETAIN
- B - B = BACK TO BACK

PAVING PROJECT LAYOUT #11	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pbl84iii.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 20 OF 51

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 3+310.0 TO STA. 3+411.8 DASHED
 STA. 3+411.8 TO STA. 3+613.0 DASHED LT. AND SOLID RT.
 STA. 3+613.0 TO STA. 4+010.0 SOLID LT. AND RT.

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 3+310.0 TO STA. 4+010.0 SOLID LT. AND RT. (EDGE LINE)
 STA. 3+716.7 TO STA. 3+726.1 DOTTED RT. (AT RAILROAD CROSSING)
 STA. 3+761.1 TO STA. 3+770.5 DOTTED LT. (AT RAILROAD CROSSING)

TEMPORARY AND DURABLE 600mm STOP BAR

STA. 3+517.0 RT. (RAILROAD CROSSING)
 STA. 3+532.0 RT. (RAILROAD CROSSING)
 STA. 3+719.3 RT. (RAILROAD CROSSING)
 STA. 3+767.7 LT. (RAILROAD CROSSING)
 STA. 3+962.8 LT. (RAILROAD CROSSING)
 STA. 3+977.8 LT. (RAILROAD CROSSING)

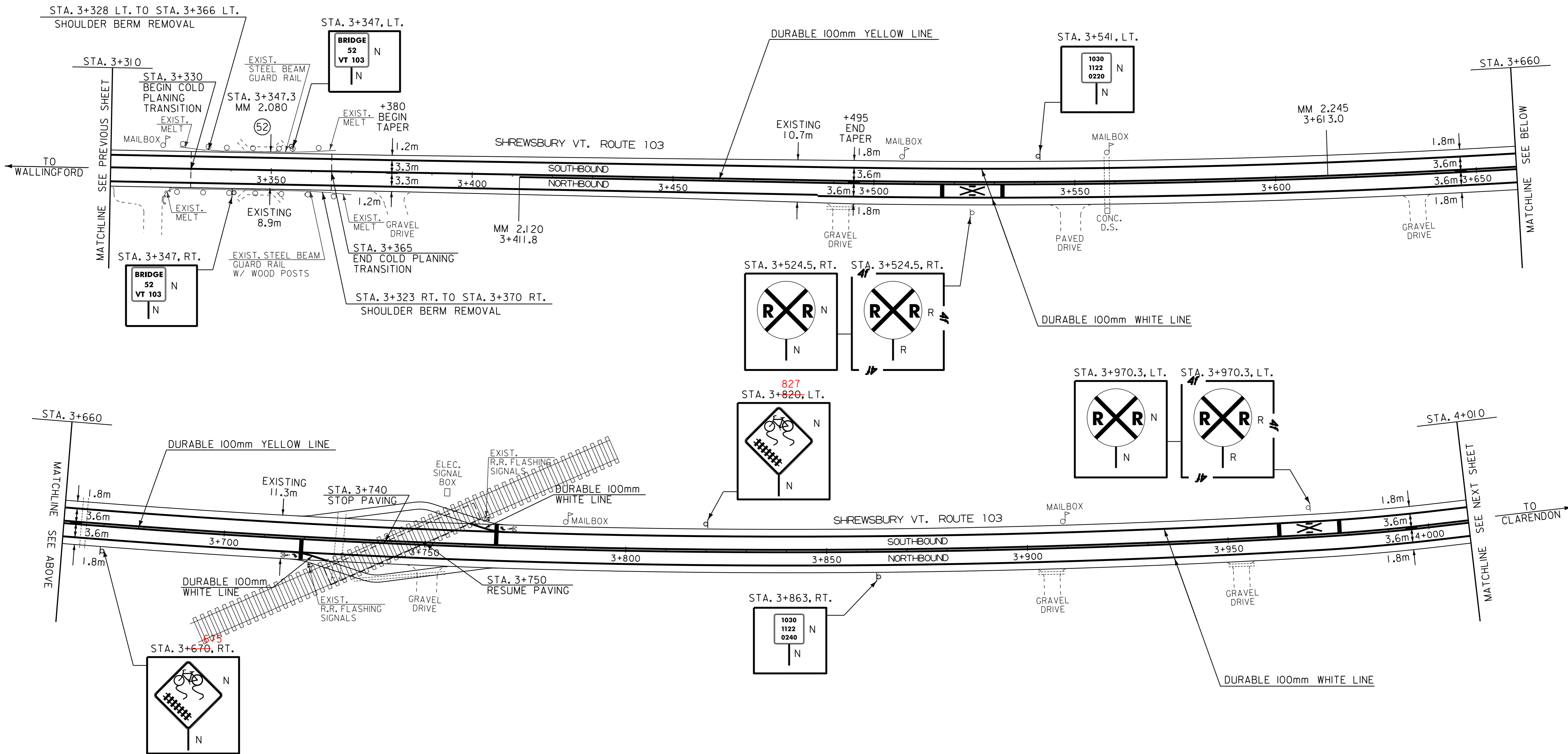
SHOULDER BERM REMOVAL

STA. 3+323 RT. TO STA. 3+370 RT.
 STA. 3+328 LT. TO STA. 3+366 LT.

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA. 3+524.5 RT. - "R X R"
 STA. 3+716.6 RT. - (FOR BIKE LANE)
 STA. 3+718.4 RT. - (FOR BIKE LANE)
 STA. 3+768.6 LT. - (FOR BIKE LANE)
 STA. 3+770.1 LT. - (FOR BIKE LANE)
 STA. 3+970.3 LT. - "R X R"

REMOVING SIGNS
 2 -- AS SHOWN



NOTE:

AT GREEN MOUNTAIN RAILROAD #859 886Y, PAVE EXISTING BIKE PATH ON BOTH VT 103 APPROACHES. COLD PLANE BUTT JOINT AND REPAVE TO EXISTING RUBBER CROSSING ON BOTH APPROACHES.

- LEGEND**
- N = NEW
 - R = REMOVE
 - R & S = REMOVE AND SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - B - B = BACK TO BACK

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

PAVING PROJECT LAYOUT #12	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pb184i12.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	SQUAD LEADER: JAV
		SHEET: 21 OF 51

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 4+010.0 TO STA. 4+087.7 SOLID LT. AND RT.
 STA. 4+087.7 TO STA. 4+313.0 SOLID LT. AND DASHED RT.
 STA. 4+313.0 TO STA. 4+345.2 DASHED
 STA. 4+345.2 TO STA. 4+570.5 DASHED LT. AND SOLID RT.
 STA. 4+570.5 TO STA. 4+594.7 SOLID LT. AND RT.
 STA. 4+594.7 TO STA. 4+710.0 SOLID LT. AND DASHED RT.

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 4+010.0 TO STA. 4+710.0 SOLID LT. AND RT. (EDGE LINE)

MANUFACTURED TERMINAL SECTION (FLARED)

STA. 4+051.0 LT. TO STA. 4+062.4 LT.
 STA. 4+225.8 LT. TO STA. 4+237.2 LT.
 STA. 4+285.0 LT. TO STA. 4+296.4 LT.
 STA. 4+505.4 LT. TO STA. 4+516.8 LT.

STEEL BEAM GUARD RAIL

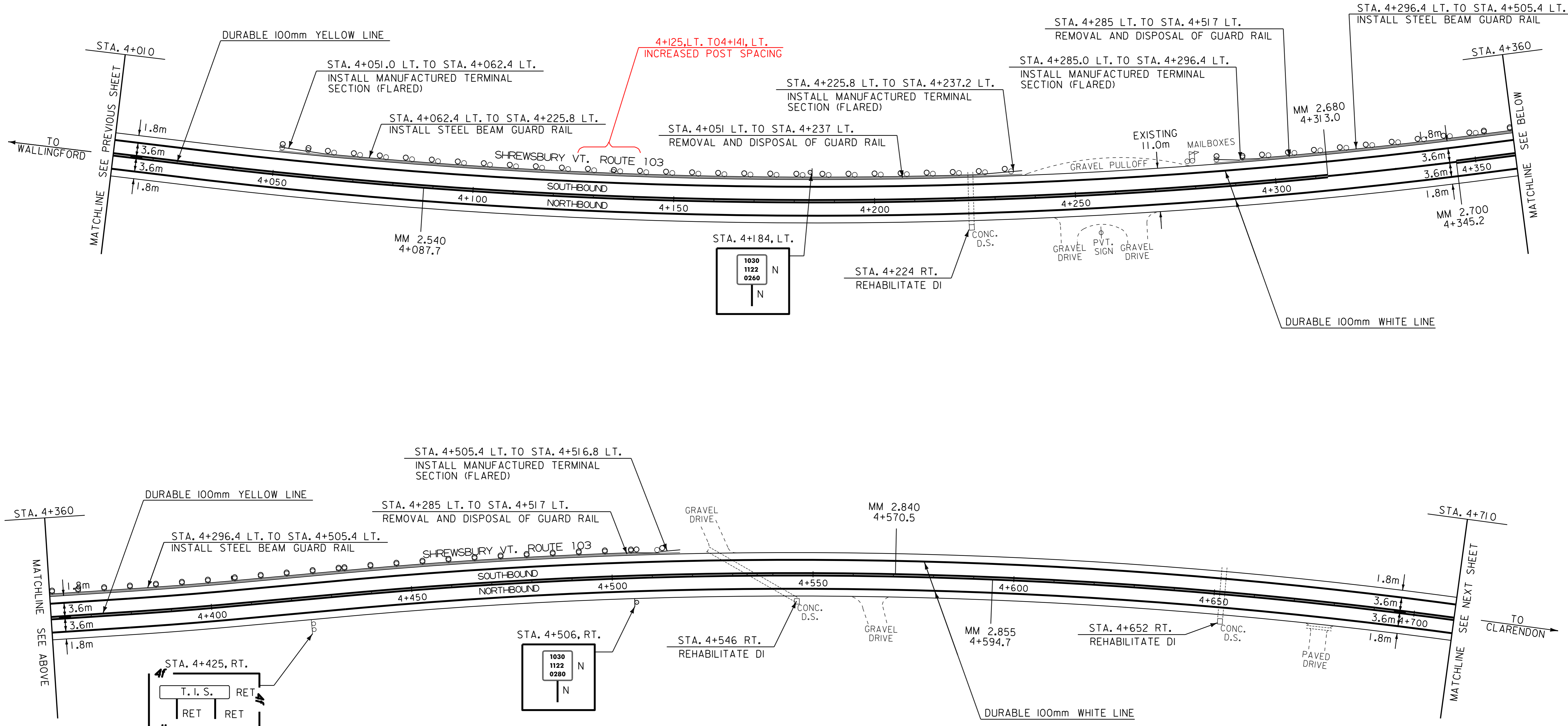
STA. 4+062.4 LT. TO STA. 4+225.8 LT.
 STA. 4+296.4 LT. TO STA. 4+505.4 LT.

REMOVAL AND DISPOSAL OF GUARD RAIL

STA. 4+051 LT. TO STA. 4+237 LT.
 STA. 4+285 LT. TO STA. 4+517 LT.

REHABILITATION OF DI, CB, OR MH, CLASS I

STA. 4+224 RT.
 STA. 4+546 RT.
 STA. 4+652 RT.



LEGEND

N = NEW
 R = REMOVE
 R & S = REMOVE AND SALVAGE
 S = SALVAGE SIGN
 RET = RETAIN
 B - B = BACK TO BACK

PAVING PROJECT LAYOUT #13	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pb184i13.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 22 OF 51

DATUM
 VERTICAL N/A
 HORIZONTAL N/A

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 4+710.0 TO STA. 4+828.0 SOLID LT. AND DASHED RT.
 STA. 4+828.0 TO STA. 4+940.7 DASHED
 STA. 4+940.7 TO STA. 5+141.9 DASHED LT. AND SOLID RT.
 STA. 5+141.9 TO STA. 5+410.0 SOLID LT. AND RT.
 (WITH CENTERLINE BREAK FOR SIDE ROAD)
 STA. 5+165 RT. (LINCOLN HILL RD)

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 4+710.0 TO STA. 5+410.0 SOLID LT. AND RT. (EDGE LINE)
 (WITH EDGE LINE BREAK FOR SIDE ROAD)
 STA. 5+385.0 TO STA. 5+410.0 DASHED (TRUCK LANE)

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA. 5+165 RT. - "STOP" (LINCOLN HILL RD)

TEMPORARY AND DURABLE 600mm STOP BAR

STA. 5+165 RT. (LINCOLN HILL RD)

REMOVAL AND DISPOSAL OF GUARD RAIL

STA. 4+857 LT. TO STA. 4+994 LT.
 STA. 4+869 RT. TO STA. 5+000 RT.

MANUFACTURED TERMINAL SECTION (FLARED)

STA. 4+857.0 LT. TO STA. 4+868.4 LT.
 STA. 4+869.0 RT. TO STA. 4+880.4 RT.
 STA. 4+982.4 LT. TO STA. 4+993.8 RT.
 STA. 4+990.6 RT. TO STA. 5+002.0 RT.

STEEL BEAM GUARD RAIL

STA. 4+868.4 LT. TO STA. 4+982.4 LT.
 STA. 4+880.4 RT. TO STA. 4+990.6 RT.

REHABILITATION OF DI, CB, OR MH, CLASS I

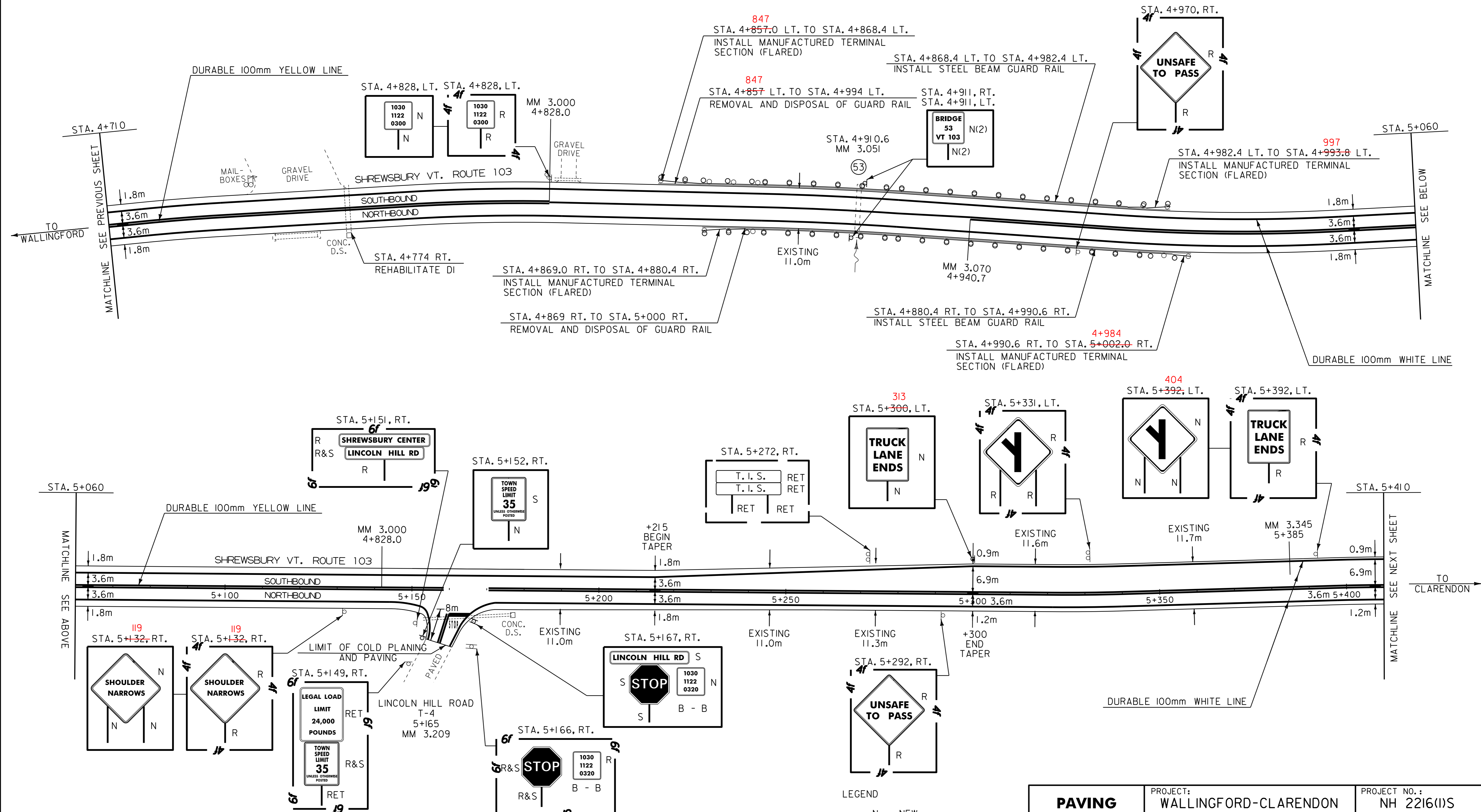
STA. 4+774 RT.

REMOVING SIGNS

11 -- AS SHOWN

ERECTING SALVAGED SIGNS

2 -- AS SHOWN



DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

LEGEND

N	= NEW
R	= REMOVE
R & S	= REMOVE AND SALVAGE
S	= SALVAGE SIGN
RET	= RETAIN
B - B	= BACK TO BACK

PAVING PROJECT LAYOUT #14

PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
IPARM FILE NAME: pbl84i1.i	SURVEY DATE:
SURVEYED BY: SJL, ACT	DRAWN BY: ACT
SQUAD LEADER: JAV	SHEET: 23 OF 51

TEMPORARY AND DURABLE 100mm YELLOW LINE
 STA. 5+410.0 TO STA. 6+080.0 SOLID LT. AND RT.

TEMPORARY AND DURABLE 600mm STOP BAR
 STA. 6+066.3 RT. (RAILROAD CROSSING)

REMOVAL AND DISPOSAL OF GUARD RAIL
 STA. 5+463 LT. TO STA. 5+590 LT.

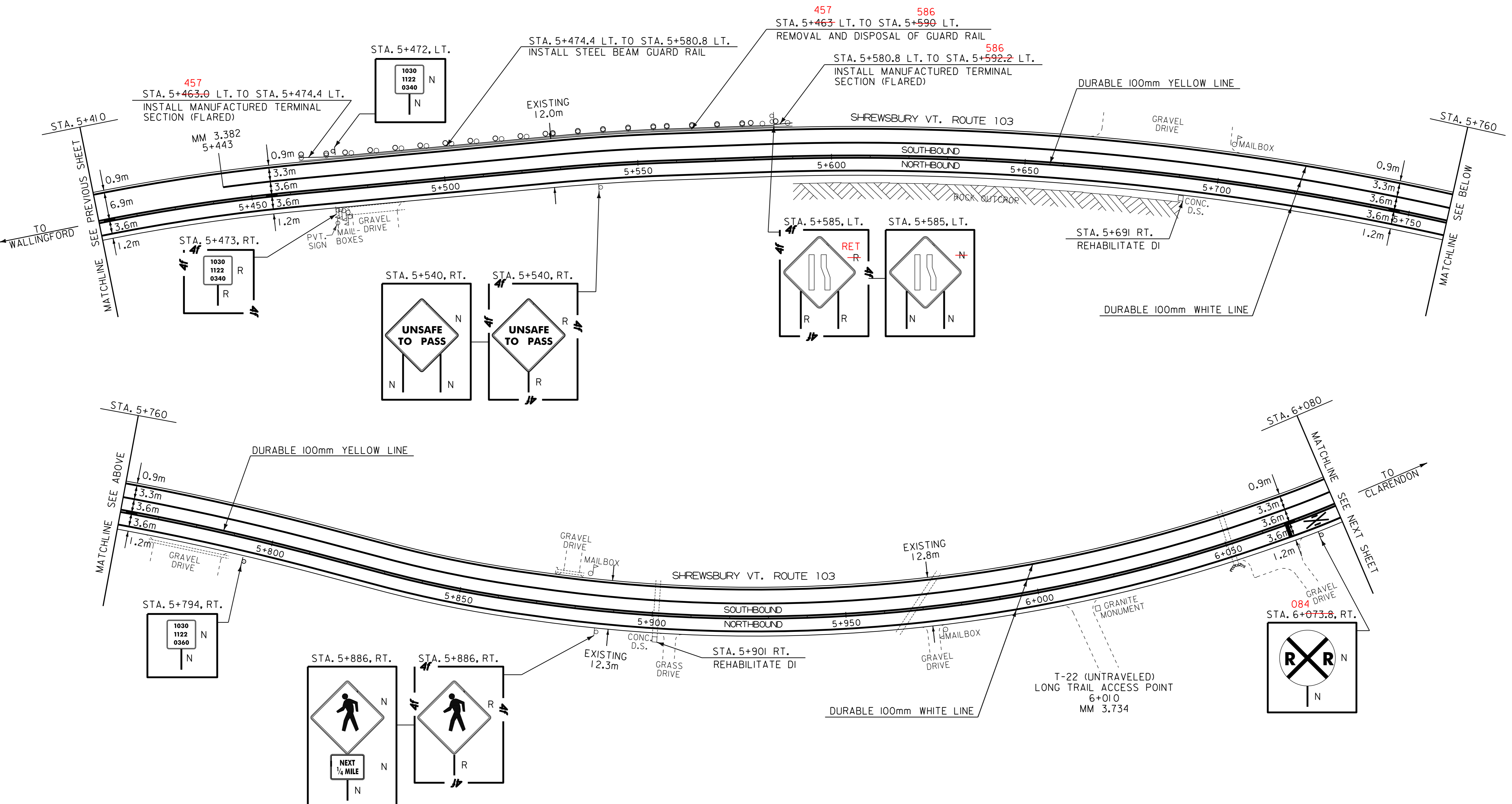
REMOVING SIGNS
 4 -- AS SHOWN

TEMPORARY AND DURABLE 100mm WHITE LINE
 STA. 5+410.0 TO STA. 6+080.0 SOLID LT. AND RT. (EDGE LINE)
 STA. 5+410.0 TO STA. 6+080.0 DASHED (TRUCK LANE)

MANUFACTURED TERMINAL SECTION (FLARED)
 STA. 5+463.0 LT. TO STA. 5+474.4 LT.
 STA. 5+580.8 LT. TO STA. 5+592.2 LT.
 STEEL BEAM GUARD RAIL
 STA. 5+474.4 LT. TO STA. 5+580.8 LT.

REHABILITATION OF DI, CB, OR MH, CLASS I
 STA. 5+691 RT.
 STA. 5+901 RT.

TEMPORARY AND DURABLE LETTER OR SYMBOL
 STA. 6+073.8 RT. - "R X R"



LEGEND
 N = NEW
 R = REMOVE
 R & S = REMOVE AND SALVAGE
 S = SALVAGE SIGN
 RET = RETAIN
 B - B = BACK TO BACK

PAVING PROJECT LAYOUT #15	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pbl84if5.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 24 OF 51

DATUM
 VERTICAL N/A
 HORIZONTAL N/A

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 6+080.0 TO STA. 6+760.0 SOLID LT. AND RT.

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 6+080.0 TO STA. 6+760.0 SOLID LT. AND RT. (EDGE LINE)
STA. 6+080.0 TO STA. 6+150.0 DASHED (TRUCK LANE)

TEMPORARY AND DURABLE 600mm STOP BAR

STA. 6+081.3 RT. (RAILROAD CROSSING)
STA. 6+269.1 RT. (RAILROAD CROSSING)
STA. 6+284.7 LT. (RAILROAD CROSSING)
STA. 6+472.5 LT. (RAILROAD CROSSING)
STA. 6+487.5 LT. (RAILROAD CROSSING)

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA. 6+480.0 LT. - "R X R"

MANUFACTURED TERMINAL SECTION (FLARED)

STA. 6+219.2 RT. TO STA. 6+230.6 RT.
STA. 6+268.6 RT. TO STA. 6+280.0 RT.

STEEL BEAM GUARD RAIL

STA. 6+230.6 RT. TO STA. 6+268.6 RT.

SHOULDER BERM REMOVAL

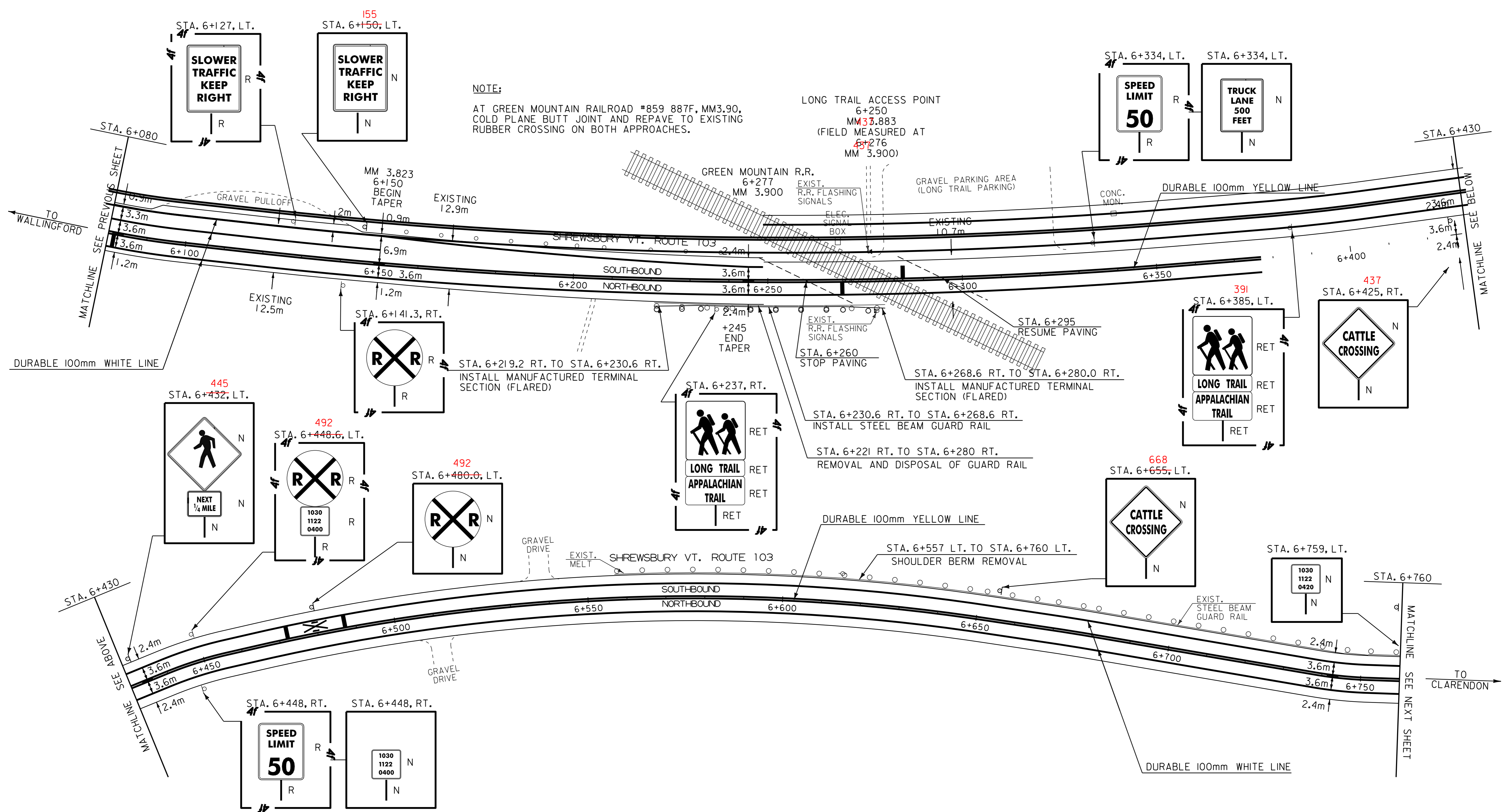
STA. 6+557 LT. TO STA. 6+760 LT.

REMOVAL AND DISPOSAL OF GUARD RAIL

STA. 6+221 RT. TO STA. 6+280 RT.

REMOVING SIGNS

8 -- AS SHOWN



NOTE:
AT GREEN MOUNTAIN RAILROAD #859 887F, MM3.90, COLD PLANE BUTT JOINT AND REPAVE TO EXISTING RUBBER CROSSING ON BOTH APPROACHES.

LONG TRAIL ACCESS POINT
6+250
MM 3.883
(FIELD MEASURED AT
6+276
MM 3.900)

GREEN MOUNTAIN R.R.
6+277
MM 3.900

EXIST. R.R. FLASHING SIGNALS
ELEC. SIGNAL BOX

EXIST. R.R. FLASHING SIGNALS
STA. 6+260
STOP PAVING

STA. 6+557 LT. TO STA. 6+760 LT.
SHOULDER BERM REMOVAL

STA. 6+219.2 RT. TO STA. 6+230.6 RT.
INSTALL MANUFACTURED TERMINAL SECTION (FLARED)

STA. 6+268.6 RT. TO STA. 6+280.0 RT.
INSTALL MANUFACTURED TERMINAL SECTION (FLARED)

STA. 6+230.6 RT. TO STA. 6+268.6 RT.
INSTALL STEEL BEAM GUARD RAIL

STA. 6+221 RT. TO STA. 6+280 RT.
REMOVAL AND DISPOSAL OF GUARD RAIL

STA. 6+295
RESUME PAVING

GRAVEL PARKING AREA (LONG TRAIL PARKING)

CONC. MON.

EXIST. STEEL BEAM GUARD RAIL

GRAVEL DRIVE

GRAVEL DRIVE

GRAVEL DRIVE

GRAVEL DRIVE

GRAVEL DRIVE

GRAVEL DRIVE

GRAVEL DRIVE

GRAVEL DRIVE

- LEGEND
- N = NEW
 - R = REMOVE
 - R & S = REMOVE AND SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - B - B = BACK TO BACK

PAVING PROJECT LAYOUT #16	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pb184116.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 25 OF 51

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 6+760.0 TO STA. 6+820.71 SOLID LT. AND RT.
 STA. 0+000.00 TO STA. 0+306.0 SOLID LT. AND RT.
 (WITH CENTERLINE BREAKS FOR SIDE ROADS)
 STA. 0+306.0 TO STA. 0+440.0 SOLID LT. AND DASHED RT.
 STA. 0+214 LT. (AIRPORT ROAD)
 STA. 0+286 RT. (EAST CLARENDON ROAD)

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 6+760.0 TO STA. 6+820.71 SOLID LT. AND RT. (EDGE LINE)
 STA. 0+000.00 TO STA. 0+321.9 SOLID LT. AND RT. (EDGE LINE)
 (WITH EDGE LINE BREAKS FOR SIDE ROADS)

EARTH BORROW

STA. 0+176 LT. TO STA. 0+201 LT.
 STA. 0+210 LT. TO STA. 0+246 LT.
 STA. 0+234 RT. TO STA. 0+255 RT.
 STA. 0+260 RT. TO STA. 0+280 RT.
 STA. 0+290 RT. TO STA. 0+296 RT.

SHOULDER BERM REMOVAL

STA. 6+760 LT. TO STA. 6+821 LT.
 STA. 0+000 LT. TO STA. 0+076 LT.

EXCAVATION OF SURFACES AND PAVEMENTS

STA. 0+176 LT. TO STA. 0+195 LT.
 STA. 0+210 LT. TO STA. 0+246 LT.
 STA. 0+234 RT. TO STA. 0+286 RT.
 STA. 0+290 RT. TO STA. 0+296 RT.

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA. 0+214 LT. - "STOP" (AIRPORT ROAD)
 STA. 0+286 RT. - "STOP" (EAST CLARENDON ROAD)

TEMPORARY AND DURABLE 600mm STOP BAR

STA. 0+214 LT. (AIRPORT ROAD)
 STA. 0+286 RT. (EAST CLARENDON ROAD)

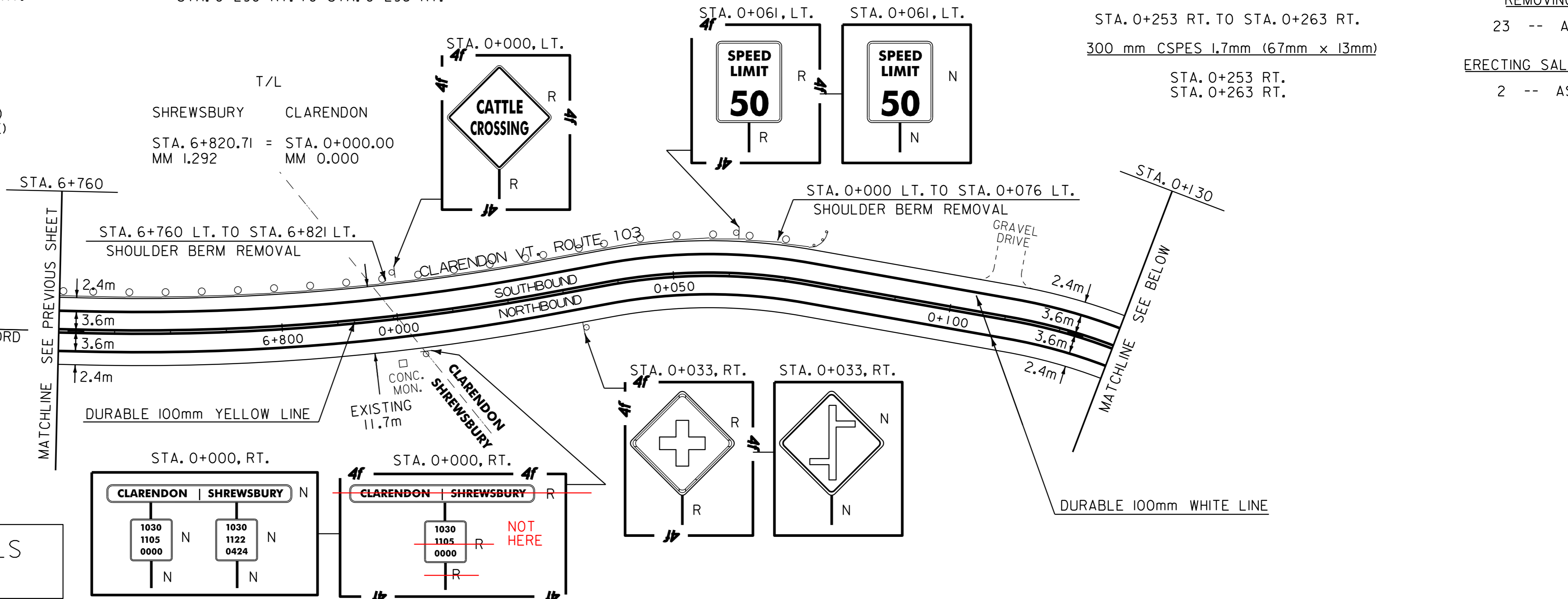


REMOVING SIGNS

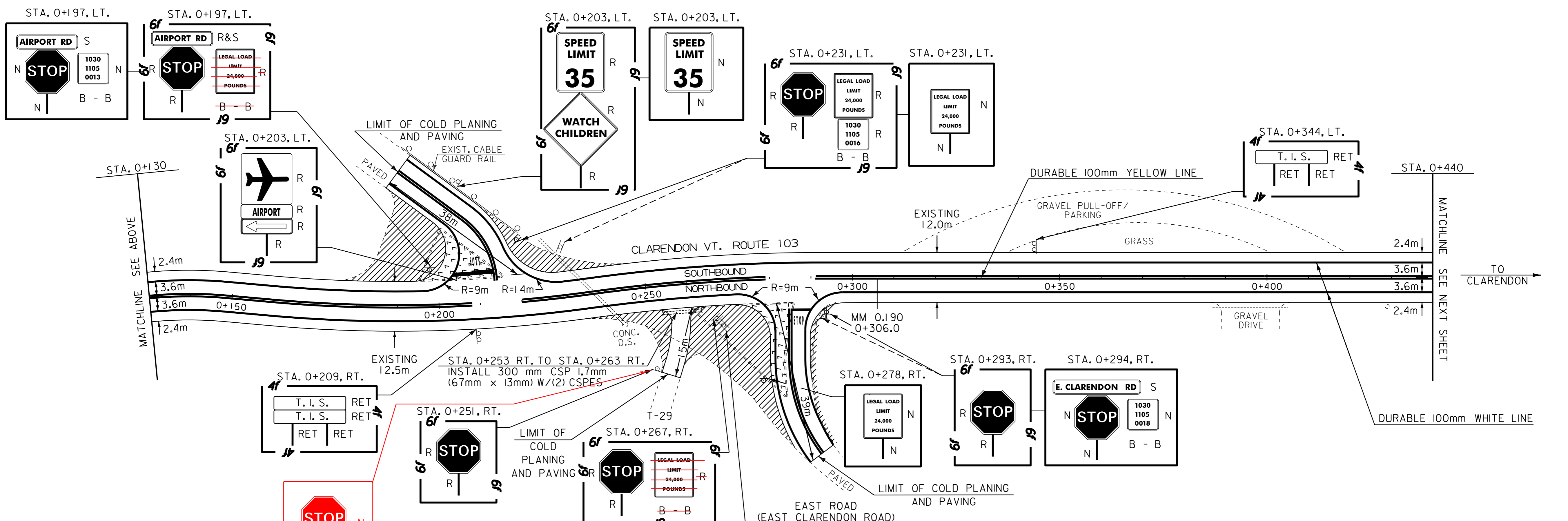
23 -- AS SHOWN

ERECTING SALVAGED SIGNS

2 -- AS SHOWN



SEE INTERSECTION DETAILS SHEET 49



DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

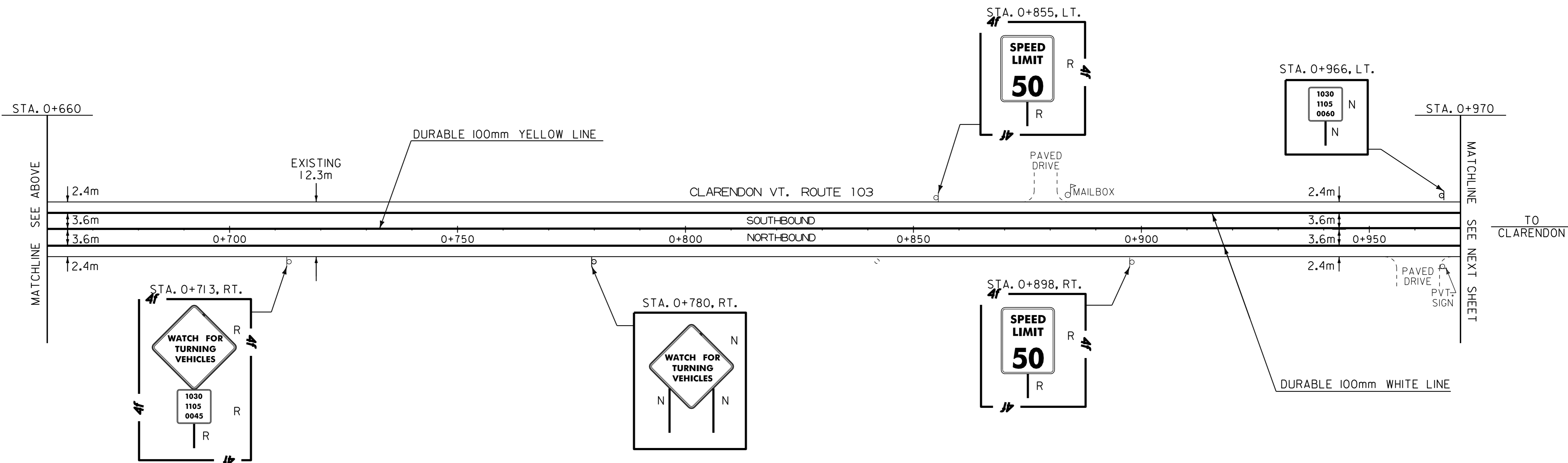
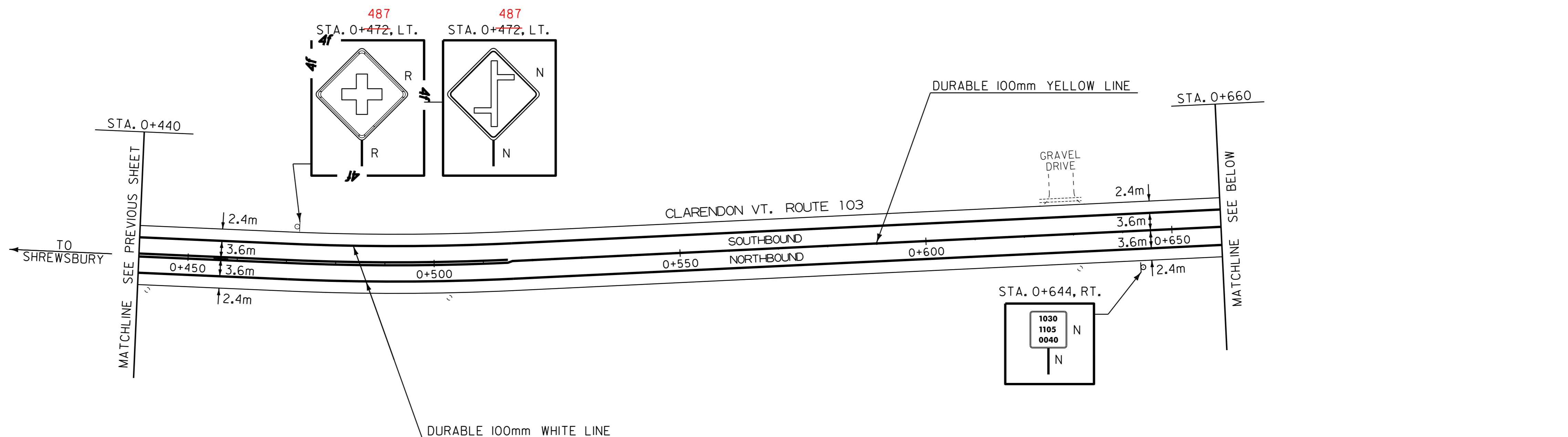
EAST ROAD (EAST CLARENDON ROAD)
 T-8
 0+254
 MM 0.158
 RELOCATED TO
 0+285
 MM 0.177

LEGEND

- N = NEW
- R = REMOVE
- R & S = REMOVE AND SALVAGE
- S = SALVAGE SIGN
- RET = RETAIN
- B - B = BACK TO BACK

PAVING PROJECT LAYOUT #17

PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
IPARM FILE NAME: pbl84it7.i	SURVEY DATE:
SURVEYED BY: SJL, ACT	DRAWN BY: ACT
SQUAD LEADER: JAV	SHEET: 26 OF 51



LEGEND
 N = NEW
 R = REMOVE
 R & S = REMOVE AND SALVAGE
 S = SALVAGE SIGN
 RET = RETAIN
 B - B = BACK TO BACK

PAVING PROJECT LAYOUT #18	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pb184i18.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 27 OF 51

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

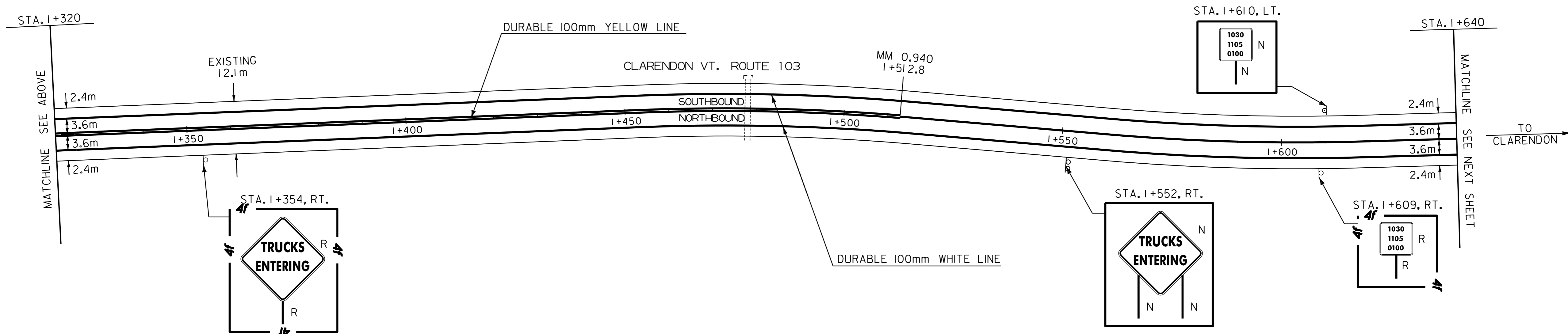
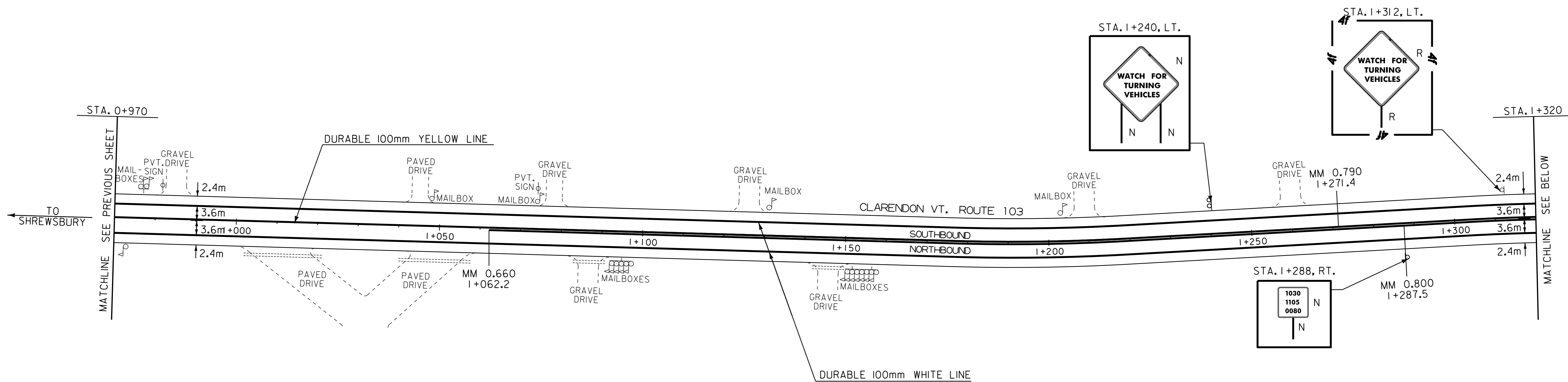
TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 0+970.0 TO STA. 1+062.2 DASHED
 STA. 1+062.2 TO STA. 1+271.4 DASHED LT. AND SOLID RT.
 STA. 1+271.4 TO STA. 1+287.5 SOLID LT. AND RT.
 STA. 1+287.5 TO STA. 1+512.8 SOLID LT. AND DASHED RT.
 STA. 1+512.8 TO STA. 1+640.0 DASHED

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 0+970.0 TO STA. 1+640.0 SOLID LT. AND RT. (EDGE LINE)

REMOVING SIGNS
 3 -- AS SHOWN



LEGEND
 N = NEW
 R = REMOVE
 R & S = REMOVE AND SALVAGE
 S = SALVAGE SIGN
 RET = RETAIN
 B - B = BACK TO BACK

PAVING PROJECT LAYOUT #19	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pb184119.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 28 OF 51

DATUM
 VERTICAL N/A
 HORIZONTAL N/A

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 1+640.0 TO STA. 1+673.7 DASHED
STA. 1+673.7 TO STA. 1+915.1 DASHED LT. AND SOLID RT.
STA. 1+915.1 TO STA. 2+290.0 SOLID LT. AND RT.

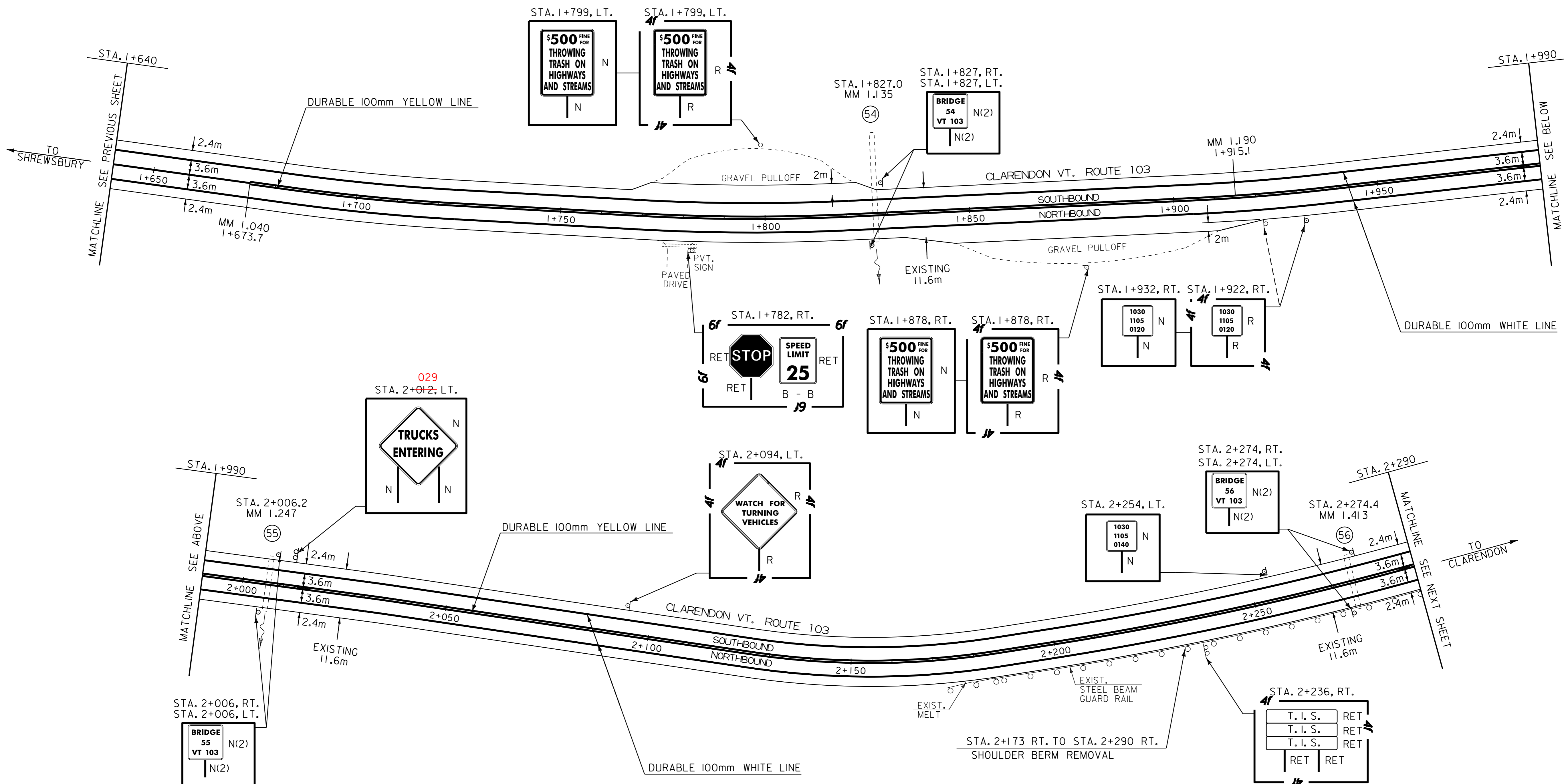
TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 1+640.0 TO STA. 2+290.0 SOLID LT. AND RT. (EDGE LINE)

REMOVING SIGNS
4 -- AS SHOWN



SHOULDER BERM REMOVAL
STA. 2+173 RT. TO STA. 2+290 RT.



LEGEND

- N = NEW
- R = REMOVE
- R & S = REMOVE AND SALVAGE
- S = SALVAGE SIGN
- RET = RETAIN
- B - B = BACK TO BACK

PAVING PROJECT LAYOUT #20	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pbl84i20.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 29 OF 51

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 2+290.0 TO STA. 2+830.0 SOLID LT. AND RT.
(WITH CENTERLINE BREAK FOR SIDE ROAD)
STA. 2+653 LT. (AIRPORT ROAD)

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 2+290.0 TO STA. 2+830.0 SOLID LT. AND RT. (EDGE LINE)
(WITH EDGE LINE BREAK FOR SIDE ROAD)

SHOULDER BERM REMOVAL

STA. 2+290 RT. TO STA. 2+309 RT.
STA. 2+380 RT. TO STA. 2+729 RT.

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA. 2+653 LT. - "STOP" (AIRPORT ROAD)

TEMPORARY AND DURABLE 600mm STOP BAR

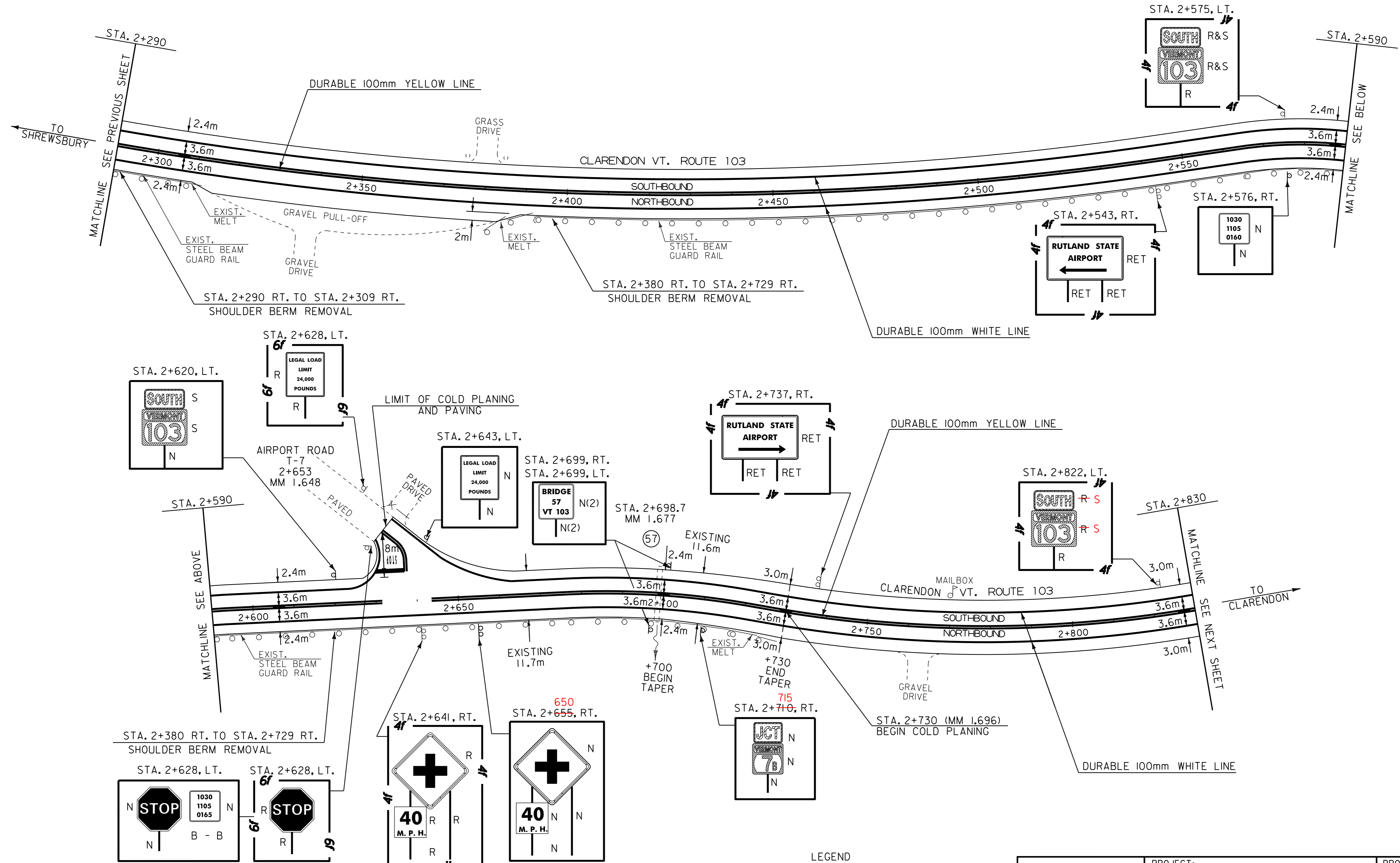
STA. 2+653 LT. (AIRPORT ROAD)

REMOVING SIGNS

8 -- AS SHOWN

ERECTING SALVAGED SIGNS

2 -- AS SHOWN



- LEGEND
- N = NEW
 - R = REMOVE
 - R & S = REMOVE AND SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - B - B = BACK TO BACK

PAVING PROJECT LAYOUT #21	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pb184i21.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 30 OF 51

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 2+830.0 TO STA. 2+977.3 SOLID LT. AND RT. (WITH CENTERLINE BREAK FOR SIDE ROADS)
STA. 2+977.3 TO STA. 2+990.0 SOLID DOUBLE LT. AND RT.
STA. 2+873 LT. (VERMONT ROUTE 7-B) (AROUND ISLAND)
STA. 2+873 RT. (VERMONT ROUTE 7-B) (AROUND ISLAND)

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 2+830.0 TO STA. 2+990.0 SOLID LT. AND RT. (EDGE LINE) (WITH EDGE LINE BREAK FOR SIDE ROADS)

DURABLE 200mm YELLOW LINE

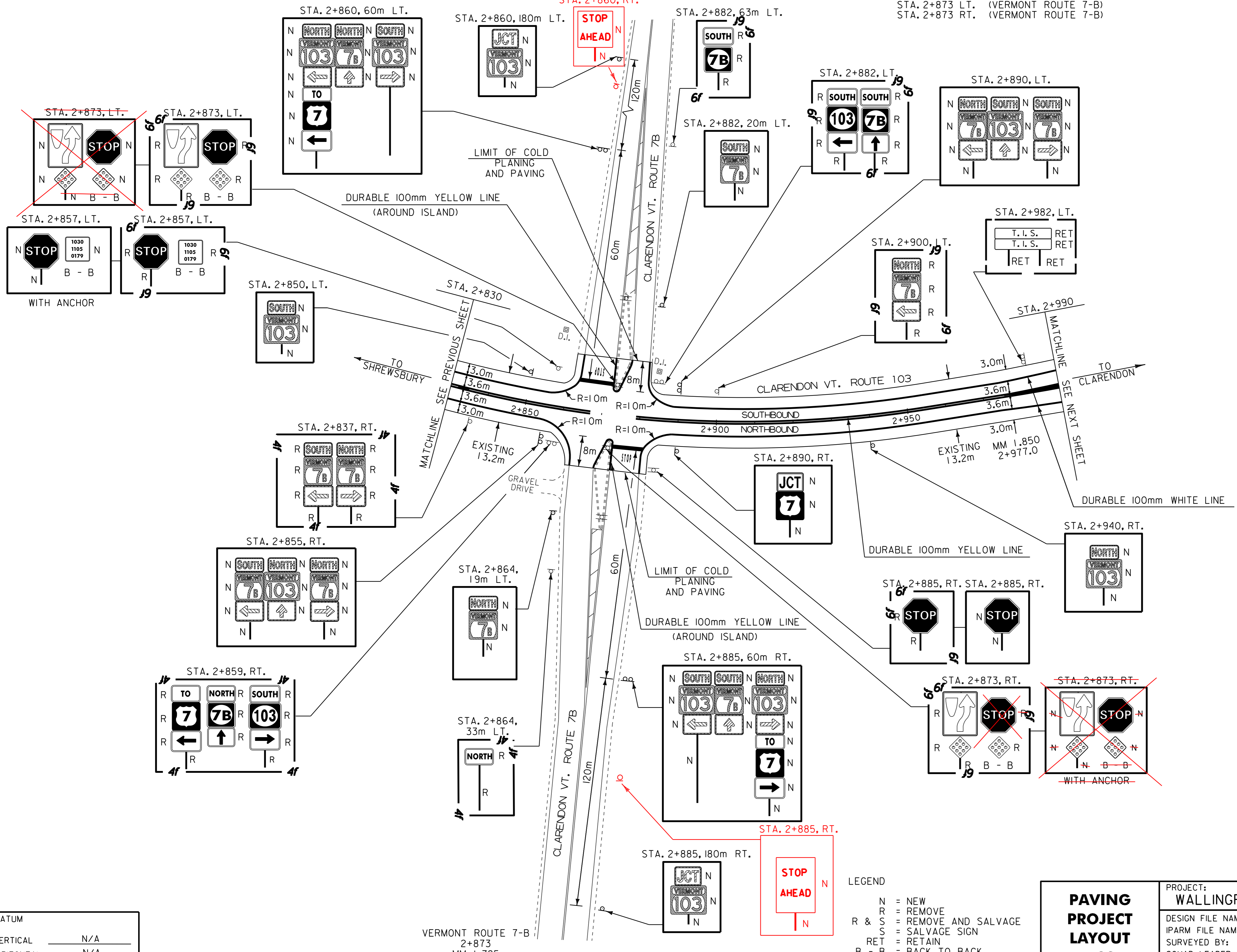
STA. 2+977.3 TO STA. 2+990.0 SOLID (CHANNELIZING LINES)
STA. 2+860, RT.

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA. 2+873 LT. - "STOP" (VERMONT ROUTE 7-B)
STA. 2+873 RT. - "STOP" (VERMONT ROUTE 7-B)

TEMPORARY AND DURABLE 600mm STOP BAR

STA. 2+873 LT. (VERMONT ROUTE 7-B)
STA. 2+873 RT. (VERMONT ROUTE 7-B)



DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

- LEGEND
- N = NEW
 - R = REMOVE
 - R & S = REMOVE AND SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - B - B = BACK TO BACK

PAVING PROJECT LAYOUT #22

PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
IPARM FILE NAME: pb184i22.i	SURVEY DATE:
SURVEYED BY: SJL, ACT	SQUAD LEADER: JAV
SHEET: 31 OF 51	

TEMPORARY AND DURABLE 100mm YELLOW LINE

STA. 2+990.0 TO STA. 3+044.8 DOUBLE SOLID LT. AND RT.
 STA. 3+044.8 TO STA. 3+170.4 SOLID LT. AND RT. (EDGE LINE @ MEDIAN)
 STA. 0+034.2 TO STA. 0+175.0 SOLID LT. (EDGE LINE)

DURABLE 200mm YELLOW LINE

STA. 2+990.0 TO STA. 3+044.8 SOLID (CHANNELIZING LINES)

DELINEATORS WITH STEEL POSTS

STA. 0+080 TO STA. 0+180 LT. (5 EACH)

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA. 3+170.4 RT. - "STOP" (VERMONT ROUTE 103)

TEMPORARY AND DURABLE 100mm WHITE LINE

STA. 2+990.0 TO STA. 3+170.4 SOLID LT. AND RT. (EDGE LINE)
 (WITH EDGE LINE BREAK FOR SLIP RAMP)
 STA. 0+034.2 TO STA. 0+192.0 SOLID RT. (EDGE LINE)

TEMPORARY AND DURABLE 200mm WHITE LINE

STA. 3+082.0 TO STA. 3+101.0 SOLID RT. (EDGE LINE AT GORE)
 STA. 0+047.0 TO STA. 0+079.0 SOLID LT. (EDGE LINE AT GORE)

PAINTED CURB

STA. 3+044.8 TO STA. 3+170.4 LT. AND RT. (@ MEDIAN)
 STA. 3+098 TO STA. 3+114 RT. (@ GORE)
 STA. 0+060 TO STA. 0+079 LT. (@ GORE)

TEMPORARY AND DURABLE 600mm STOP BAR

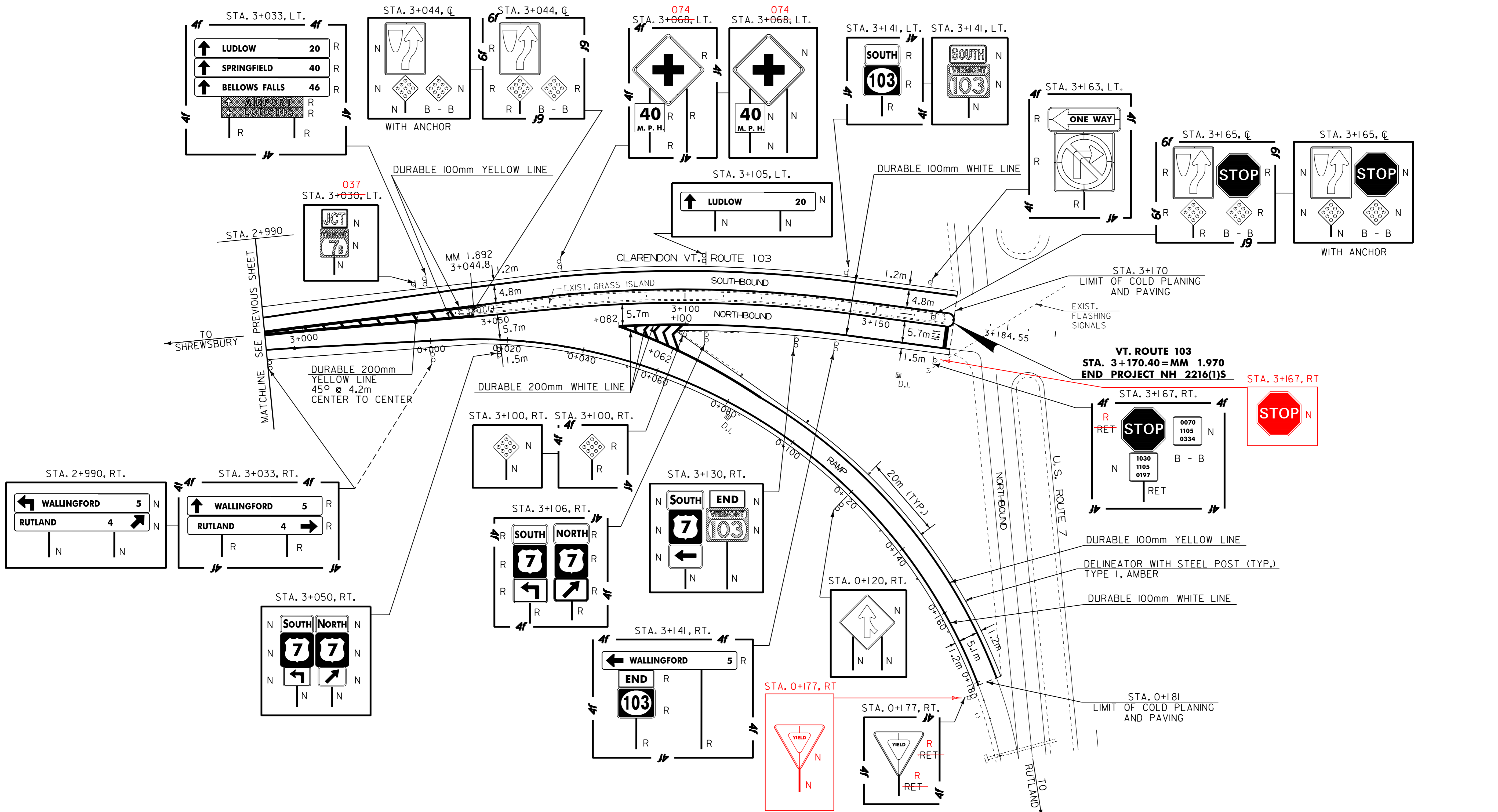
STA. 3+170.4 RT. (VERMONT ROUTE 103)

REMOVING SIGNS

32 -- AS SHOWN

REMOVAL OF EXISTING DELINEATORS

STA. 0+020 TO STA. 0+180 LT. AND RT. (16 EACH)



VT. ROUTE 103
STA. 3+170.40 = MM 1.970
END PROJECT NH 2216(1)S

- LEGEND**
- N = NEW
 - R = REMOVE
 - R & S = REMOVE AND SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - B - B = BACK TO BACK

PAVING PROJECT LAYOUT #23	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pbl84i23.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 32 OF 51

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

MILE MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW AND SALVAGED SIGNS								NEW SIGN POSpbi84ss													REMARKS	SIGN DETAIL							
		E A	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV. SIGN	SALV. T.I.S.	EXIST. POST REF. AIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				SFR. REQUIRED	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				kg/m			600 mm		750 mm							
TOWN OF WALLINGFORD 3+265, LT. 255		1	1200	600	0.72					2																					W 1- 6		E-152M	
3+325, LT. 320		1	1200	600	0.72					2																					W 1- 6		E-152M	
TOWN OF SHREWSBURY 0+000, RT.	 	1 2	1500 150	190 200	0.29 0.06					2			X																		VD - 024 VD - 700		E-124M E-138M	
0+150, RT. 145		1	600	750	0.45					1																					R 2- 5A		E-142M	
0+196, LT. 199		1	750	750	0.56					1																					W 1- 2L		E-151M	
0+211, RT.		1	750	450	0.34					1																							E-128AM	
0+272, RT. 261		1	600	750	0.45					1																						R 2-1		E-142M
0+272, LT. 270		1	600	750	0.45					1																						R 2-1		E-142M

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 AND SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

	m ²	m ²	EA.	m ²		m	m	m	m	m	m	EA	kg	kg	kg	kg	kg	kg	kg	EA.	EA.	kg
TOTALS	m ² 4.04	m ²	EA.	m ²		m 50.6				m			kg						kg	EA.	EA.	kg

PROJECT: **WALLINGFORD-CLARENDON** PROJECT NO.: **NH 2216(1)S**

DESIGN FILE NAME: /pave/99pbi84/pbi84.dgn
IPARM FILE NAME: pbi84ss05.i
SURVEYED BY: SJL, ACT
SQUAD LEADER: JAV

PLOT DATE: 13-NOV-2013 13:
SURVEY DATE:
DRAWN BY: ACT
SHEET: 37 OF 51

MILE MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW AND SALVAGED SIGNS				EXIST. POST REF. IN SALVAGE	NO. OF POSTS	NEW SIGN POSpbi84ss													REMARKS	SIGN DETAIL						
		E	A	WIDTH (mm)	HEIGHT (mm)	"A"	"B"			SALV. SIGN	SALV. T.I.S.	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL		SIGN FRAME REQUIRED	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER	
												1.7	3.0	4.5	44	50	63	75	100	100 MOD.	75	89		100	125	600 mm				750 mm
TOWN OF CLARENDON 0+000, RT.		1	1500	190	0.29					2		7.9																VD - 024		E-124M
		2	150	200	0.06							X																VD - 700		E-138M
0+033, RT.		1	750	750	0.56					1		4.9																W2 - 1		E-155M
0+061, LT.		1	600	750	0.45					1		4.6																R2 - 1		E-142M
0+197, LT.		1	750	750	0.56					1		4.0																PERPENDICULAR TO STOP SIGN USE TOP MOUNTING BRACKET AS SHOWN ON E-160M R 1 - 1		E-143M
		1	150	200	0.03							X																VD - 700 BACK TO BACK WITH STOP SIGN		E-138M
0+203, LT.		1	600	750	0.45					1		4.6																R 2-1		E-142M
0+231, LT.		1	600	750	0.45					1		4.1																VR - 017		E-141M
0+260, RT.			750	750	0.56							4.3																		
0+278, RT.		1	600	750	0.45					1		4.0																VR - 017		E-141M
0+294, RT.		1	750	750	0.56					1		4.1																PERPENDICULAR TO STOP SIGN USE TOP MOUNTING BRACKET AS SHOWN ON E-160M R 1 - 1		E-143M
		1	150	200	0.03							X																VD - 700 BACK TO BACK WITH STOP SIGN		E-138M

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 AND
SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

m ²	m ²	EA.	m ²		m	m	m	m	m	m	EA	kg	kg	kg	kg	kg	kg	kg	EA.	EA.	kg
					41.4																
TOTALS	m ²	m ²	EA.	m ²	m							kg						EA.	EA.	kg	
	3.89		2		41.4																

PROJECT: **WALLINGFORD-CLARENDON** PROJECT NO.: **NH 2216(1)S**

DESIGN FILE NAME: /pave/99pbi84/pbi84.dgn
IPARM FILE NAME: pbi84ssi0.1
SURVEYED BY: SJL, ACT
SQUAD LEADER: JAV

PLOT DATE: 13-NOV-2013 13:
SURVEY DATE:
DRAWN BY: ACT
SHEET: 42 OF 51

MILE MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW AND SALVAGED SIGNS				EXIST. POST REF. AIN	NO. OF POSTS	NEW SIGN POSpbi84ss												REMARKS	SIGN DETAIL							
		E	A	WIDTH (mm)	HEIGHT (mm)	"A"	"B"			SALV. SIGN	SALV. T.I.S.	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL		REQUIRE D SIGN	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				600
TOWN OF CLARENDON 2+873, LT.		0 + 0 + 0 2	000 600 000 750 000 450	000 750 000 750 000 450	000 0.45 000 0.56 000 0.40				0 +																		ANCHOR PAID FOR UNDER ITEM 675.301 (MOD.) R 4 - 7 R 1 - 1 BACK TO BACK WITH MEDIAN SIGN OM - 1 BACK TO BACK WITH OBJECT MARKER		E-144M E-143M E-150M	
2+873, RT.		0 + 0 + 0 2	000 600 000 750 000 450	000 750 000 750 000 450	000 0.45 000 0.56 000 0.40				0 +																		ANCHOR PAID FOR UNDER ITEM 675.301 (MOD.) R 4 - 7 R 1 - 1 BACK TO BACK WITH MEDIAN SIGN OM - 1 BACK TO BACK WITH OBJECT MARKER		E-144M E-143M E-150M	
2+882, 20m LT.		1 1	600 600	300 600	0.18 0.36																						M 3 - 3		E-136BM E-136BM	
2+885, RT.		1	900	900	0.81				2																					E-143M
2+885, 60m RT.		3 2 1 3 1 1 1	600 750 600 525 600 600 525	300 600 600 375 300 600 375	0.54 0.90 0.36 0.60 0.18 0.36 0.20				2																		M 3- 3, M 3- 3, M 3- 1 M 6- 1, M 6- 3, M 6- 1 M 4- 5 M 1- 4 M 6- 1		E-136BM E-136BM E-136BM E-136AM E-136AM E-136AM E-136AM	
2+885, 180m RT.		1 1	525 750	375 600	0.20 0.45																							M 2 - 1 E-136BM		E-136BM
2+890, RT.		1 1	525 600	375 600	0.20 0.36																							M 2 - 1 E-136AM M 1 - 4 E-136AM		E-136AM
2+940, RT.		1 1	600 750	300 600	0.18 0.45																							M 3 - 1 E-136BM E-136BM		E-136BM

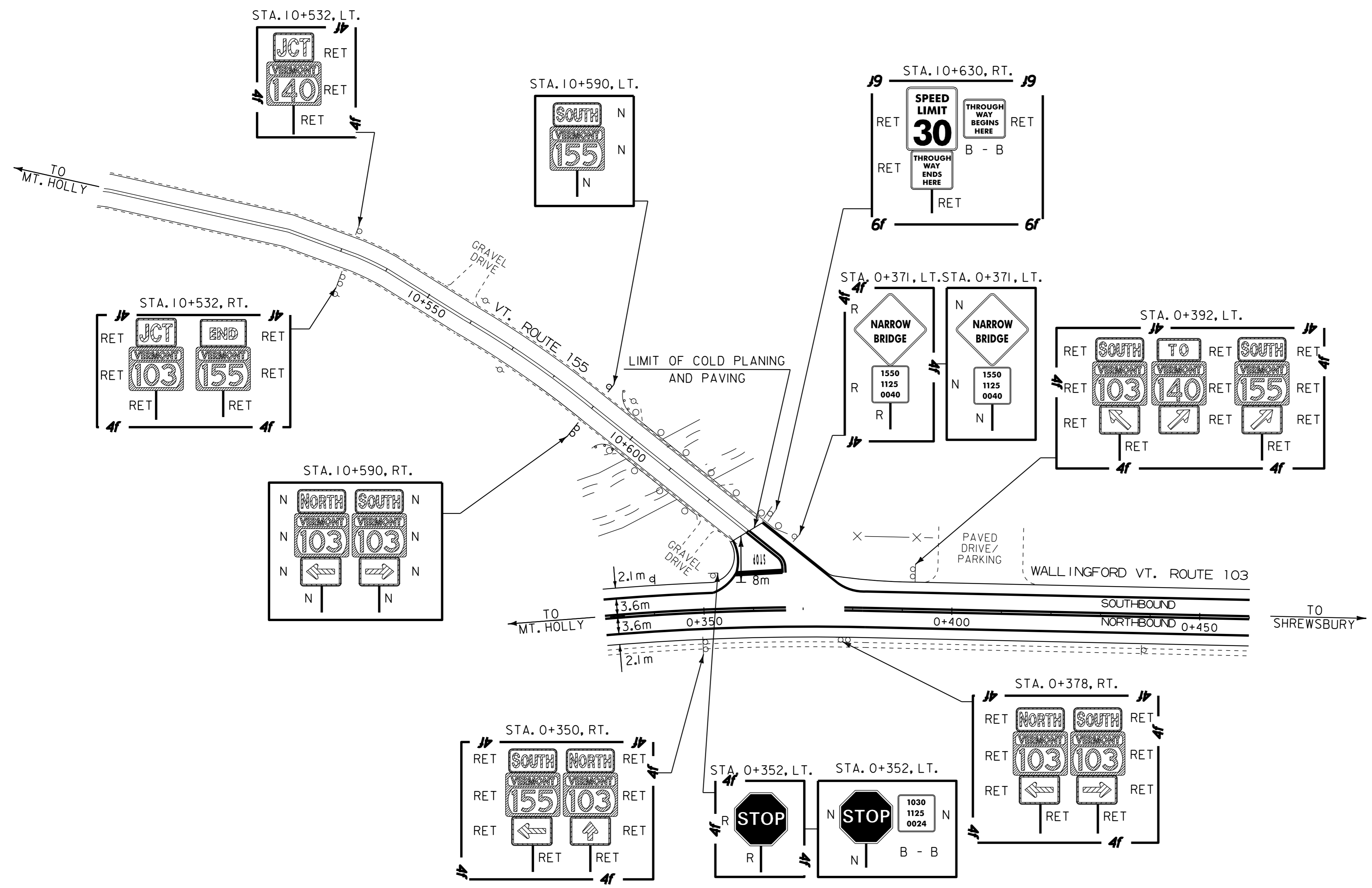
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC AND SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."	m ²	m ²	EA.	m ²		m	m	m	m	m	m	EA	kg	kg	kg	kg	kg	kg	kg	kg											
						41.4								23.0																	
TOTALS	m ²	m ²	EA.	m ²		m							kg	EA.	kg	EA.	EA.	kg													
	8.90					41.4							23.0																		

PROJECT: **WALLINGFORD-CLARENDON** PROJECT NO.: **NH 2216(1)S**

DESIGN FILE NAME: /pave/99pbi84/pbi84.dgn
 IPARM FILE NAME: pbi84ssi3.1
 SURVEYED BY: SJL, ACT
 SQUAD LEADER: JAV

PLOT DATE: 13-NOV-2013 13:
 SURVEY DATE:
 DRAWN BY: ACT
 SHEET: 45 OF 51

REMOVING SIGNS
3 -- AS SHOWN



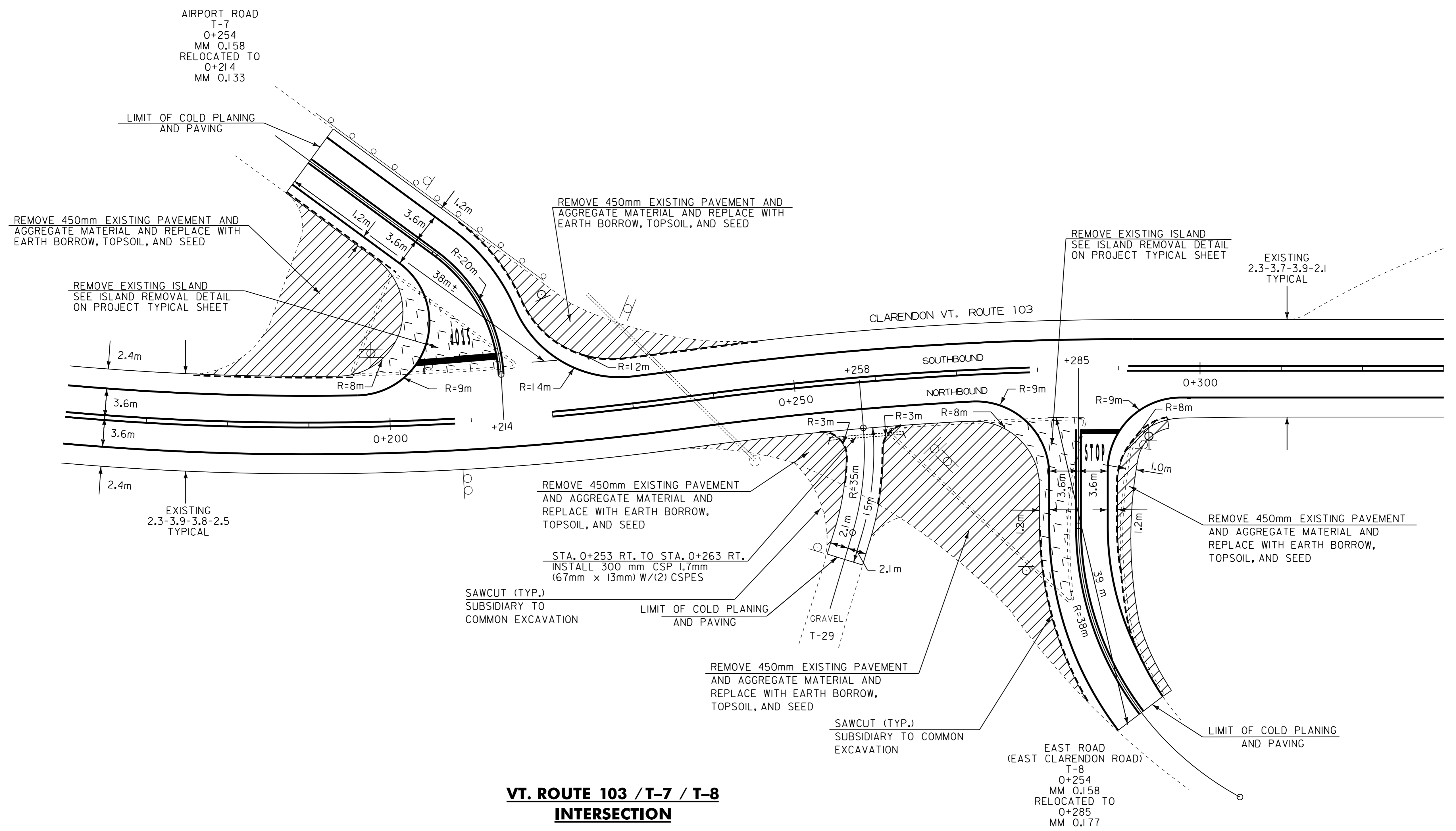
**VT. ROUTE 103 / VT. ROUTE 155
INTERSECTION**

- LEGEND
- N = NEW
 - R = REMOVE
 - R & S = REMOVE AND SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - B - B = BACK TO BACK

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

**INTERSECTION
DETAIL
#1**

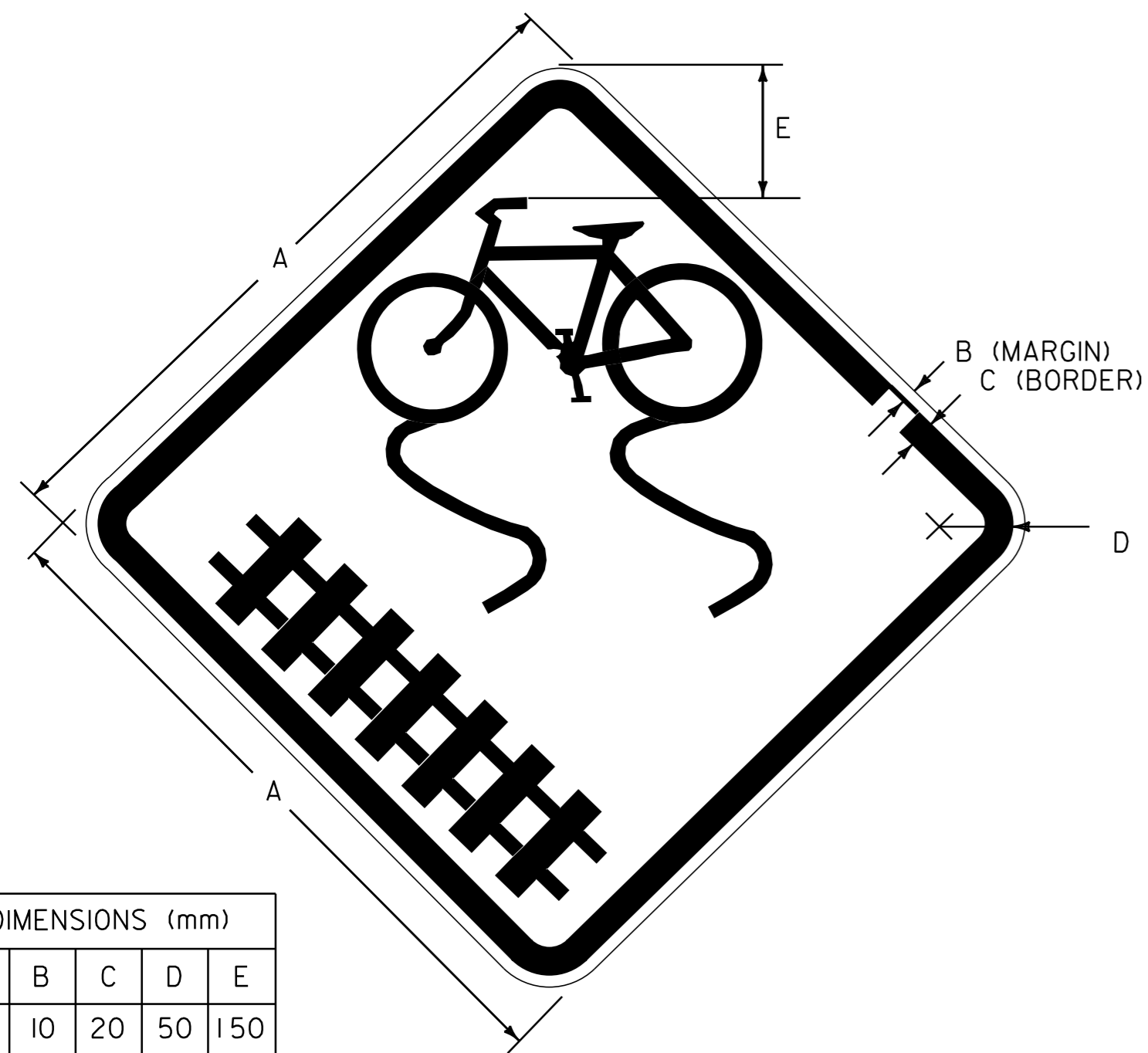
PROJECT: WALLINGFORD-CLARENDON	PROJECT NO. : NH 2116(1)S
DESIGN FILE NAME: /pave/99bl84/pbl84.dgn	PLOT DATE: 13-NOV-2013 13:
IPARM FILE NAME: pbl84det01.i	SURVEY DATE:
SURVEYED BY: SJL, ACT	DRAWN BY: ACT
SQUAD LEADER: JAV	SHEET: 48 OF 51



**VT. ROUTE 103 / T-7 / T-8
INTERSECTION**

INTERSECTION DETAIL #2	PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
	DESIGN FILE NAME: /pave/99b184/pbi84.dgn	PLOT DATE: 13-NOV-2013 13:
	IPARM FILE NAME: pbi84de+02.i	SURVEY DATE:
	SURVEYED BY: SJL, ACT	DRAWN BY: ACT
	SQUAD LEADER: JAV	SHEET: 49 OF 51

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A



DIMENSIONS (mm)				
A	B	C	D	E
750	10	20	50	150

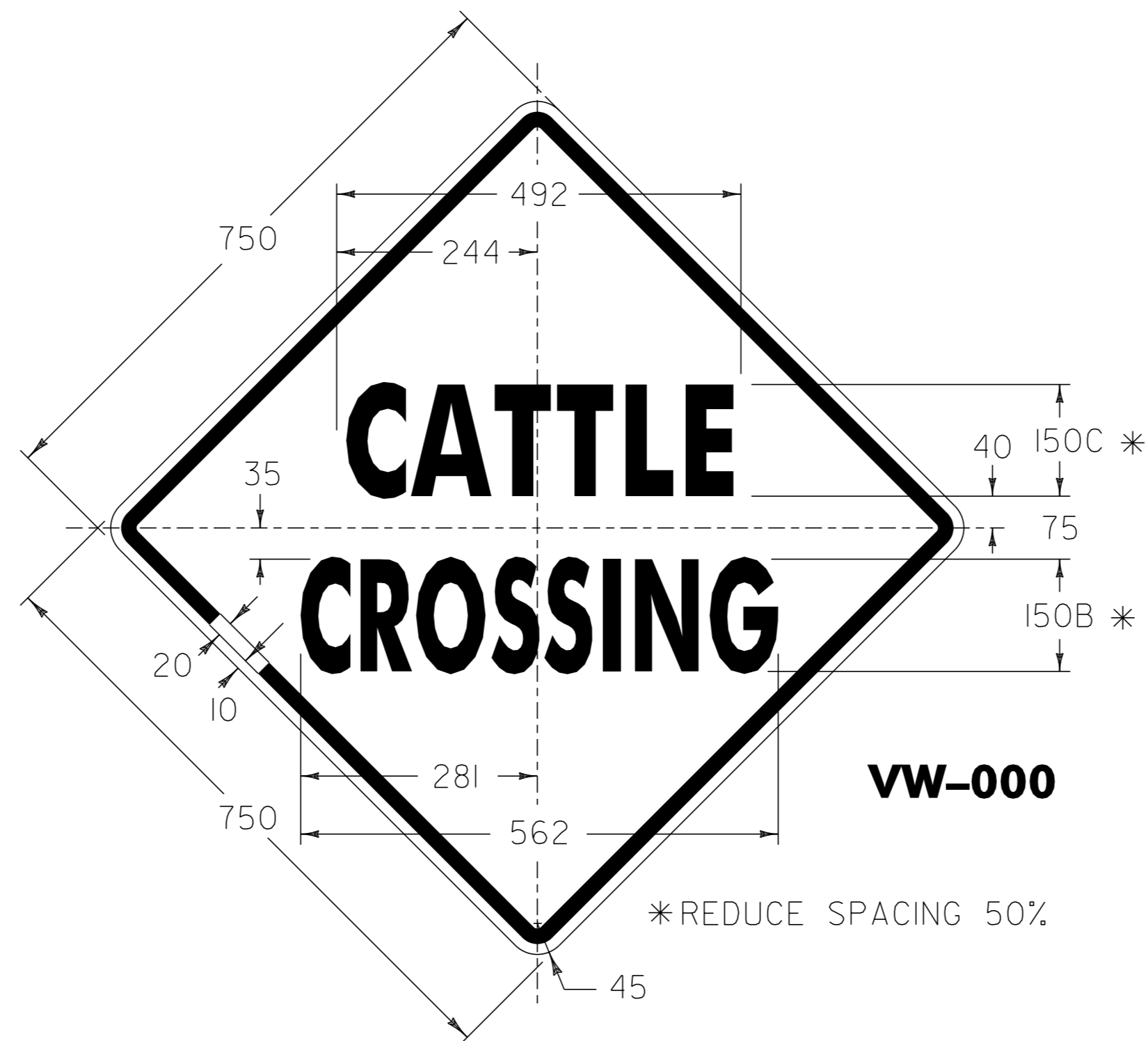
VW-376

COLORS:

TEXT AND BORDER - BLACK (NON-REFLECTIVE)
BACKGROUND - YELLOW (REFLECTIVE)

MATERIALS:

SEE STANDARD SHEET NO. E-155M



VW-000

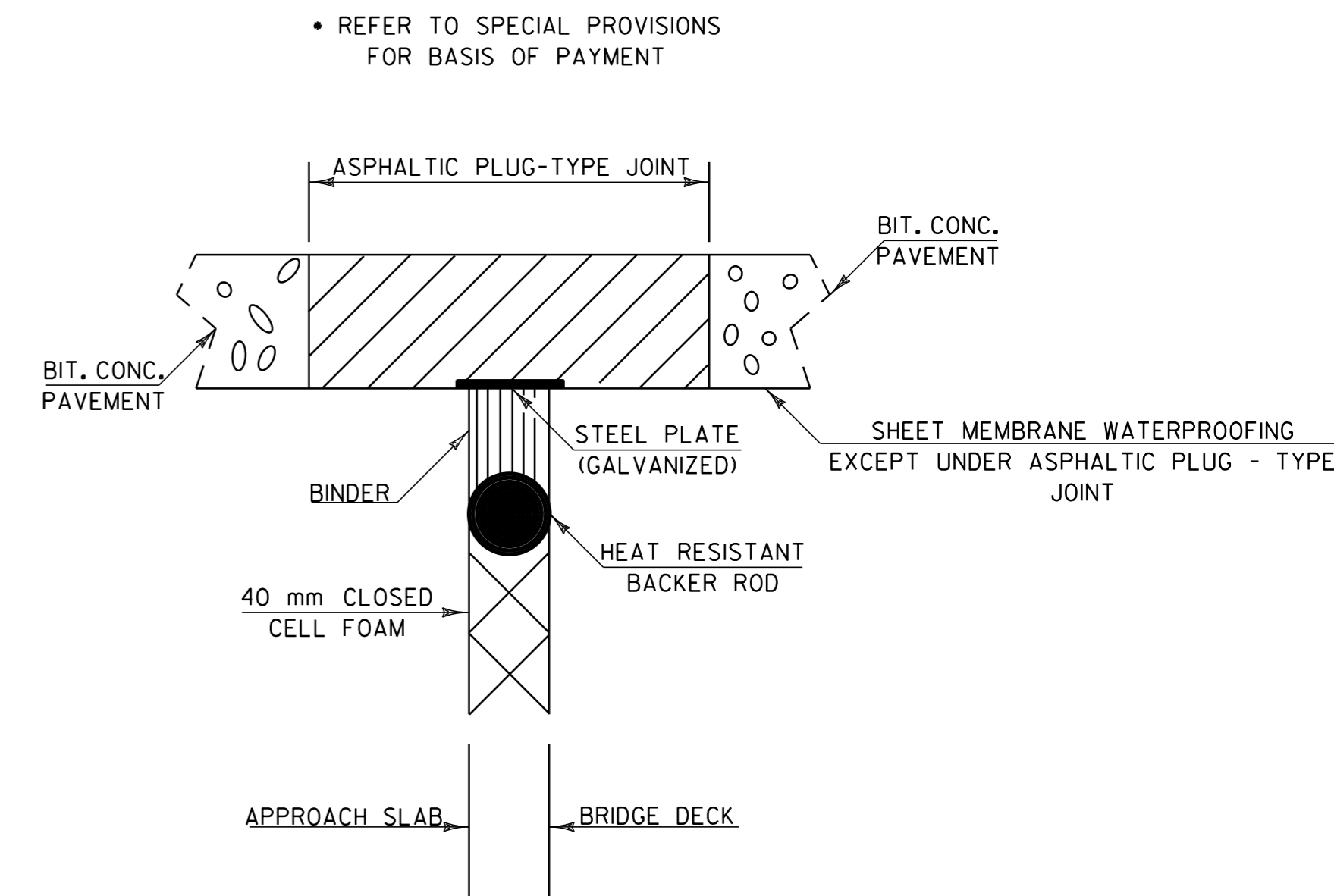
*REDUCE SPACING 50%

COLORS:

TEXT AND BORDER - BLACK (NON-REFLECTIVE)
BACKGROUND - YELLOW (REFLECTIVE)

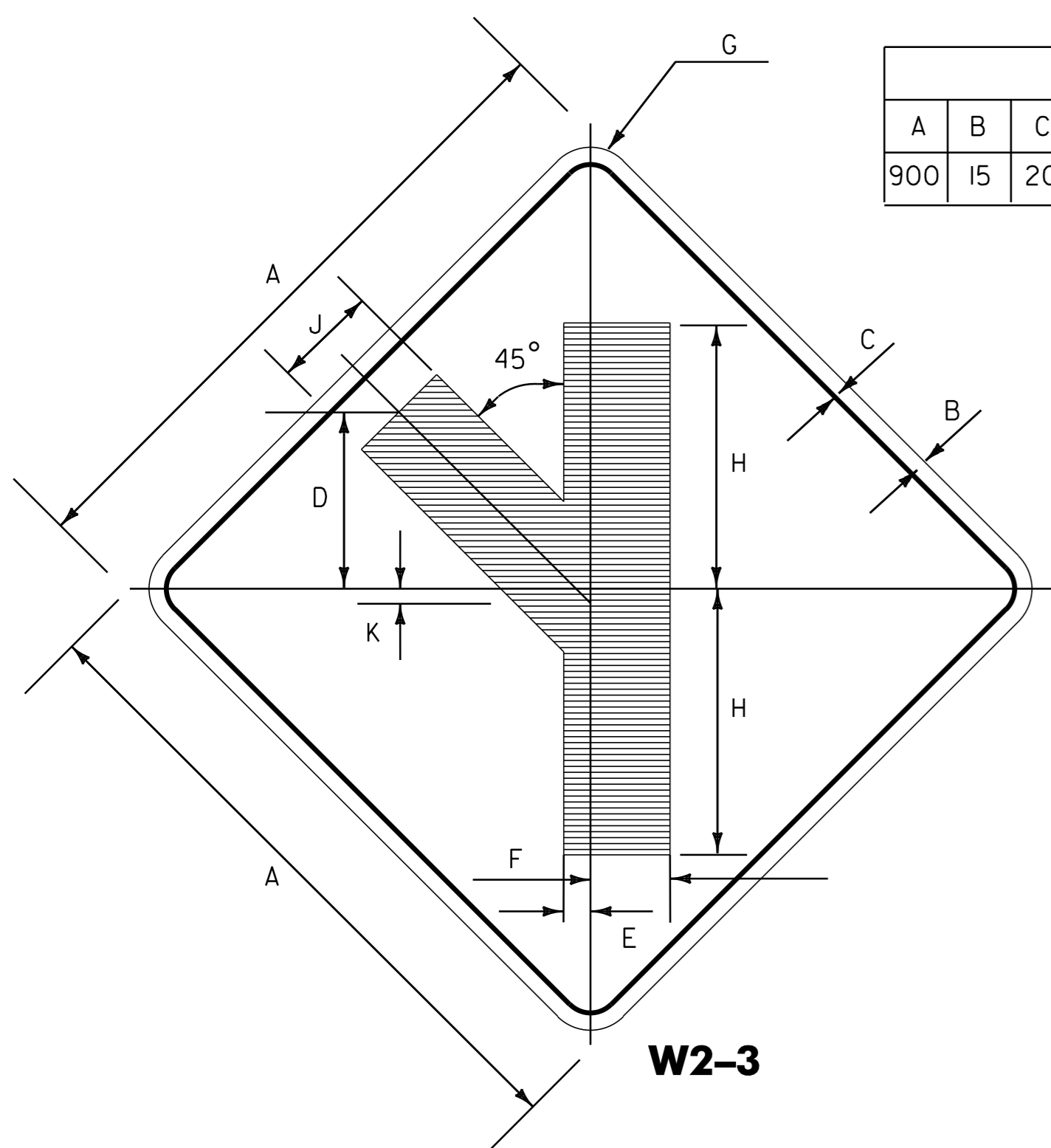
MATERIALS:

SEE STANDARD SHEET NO. E-155M



PLUG JOINT DETAIL

- (49) WALLINGFORD STA. 2+851.4 (MM 1.772)
- (50) SHREWSBURY STA. 1+076.6 (MM 0.669)
- (51) SHREWSBURY STA. 2+550.6 (MM 1.585)



DIMENSIONS (mm)									
A	B	C	D	E	F	G	H	J	K
900	15	20	250	38	112	55	375	90	21

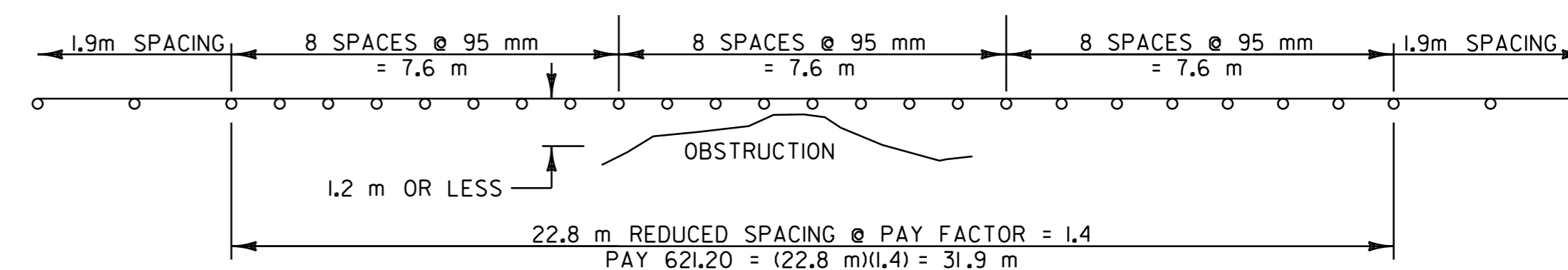
W2-3

COLORS:

LEGEND - BLACK (NON-REFLECTIVE)
BACKGROUND - YELLOW (REFLECTIVE)

MATERIALS:

SEE STANDARD SHEET NO. E-155M

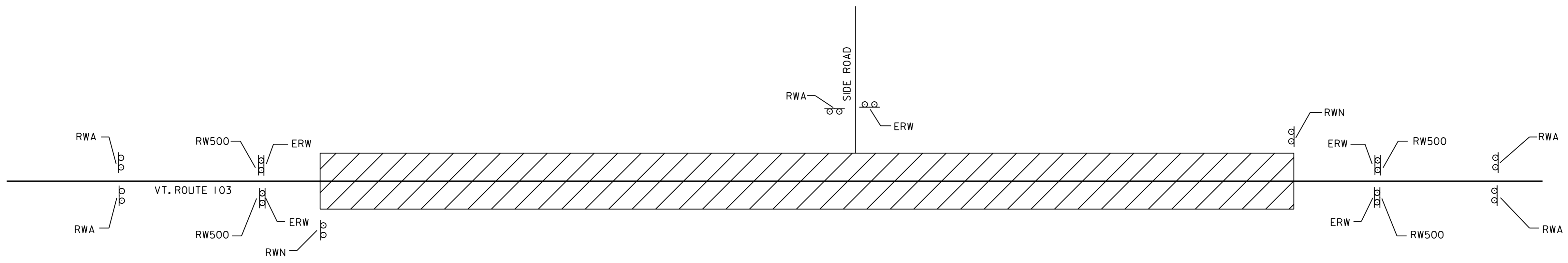


GUARD RAIL DETAIL

OBJECTS WITHIN 1.2m OF GUARDRAIL
VERMONT ROUTE 103 (WALLINGFORD) STA. 1+839, LT.

MISCELLANEOUS DETAILS

PROJECT: WALLINGFORD-CLARENDON	PROJECT NO.: NH 2216(1)S
DESIGN FILE NAME: /pave/99b184/pb184.dgn	PLOT DATE: 13-NOV-2013 13:
IPARM FILE NAME: pb184md.i	SURVEY DATE:
SURVEYED BY: SJL, ACT	DRAWN BY: ACT
SQUAD LEADER: JAV	SHEET: 50 OF 51



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

U.S. HIGHWAY NAME	RWA	ERW	RW500	RWN	OTHER
VT. ROUTE 155	1	1			
FREEMAN ROAD (T-26)	1	1			
CUTTS ROAD (T-76) & MT. HOLLY ROAD (T-25)	1	1			
TOWN HILL ROAD (T-2)	1	1			
FISK ROAD (T-46)	1	1			
SPRING LAKE ROAD (T-25)	1	1			
LINCOLN HILL ROAD (T-4)	1	1			
EAST ROAD (T-8)	1	1			
AIRPORT ROAD (T-7)	1	1			
AIRPORT ROAD (T-7)	1	1			
ROUTE 7-B	2	2			
BEGINNING OF PROJECT	2	2	2	1	
END OF PROJECT	2	2	2	1	
TOTAL	16	16	4	2	

THE RESIDENT ENGINEER AT HIS /HER DISCRETION MAY ELIMINATE CONSTRUCTION APPROACH SIGNING ON ALL DEAD END TOWN HIGHWAYS OR TOWN HIGHWAYS THAT INTERSECT WITH PROJECT ON BOTH ENDS.

RWA = ROAD WORK AHEAD
RW500 = ROAD WORK 500 FT
ERW = END ROAD WORK
RWN = ROAD WORK NEXT 8 MILES

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

**CONSTRUCTION
APPROACH
SIGNING**

PROJECT: **WALLINGFORD-CLARENDON**
DESIGN FILE NAME: /pave/99b184/pb184.dgn
IPARM FILE NAME: pb184cs.i
SURVEYED BY: SJL, ACT
SQUAD LEADER: JAV

PROJECT NO.: **NH 2216(1)S**
PLOT DATE: 13-NOV-2013 13:
SURVEY DATE:
DRAWN BY: ACT
SHEET: 51 OF 51