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STATE OF VERMONT AGENCY OF TRANSPORTATION

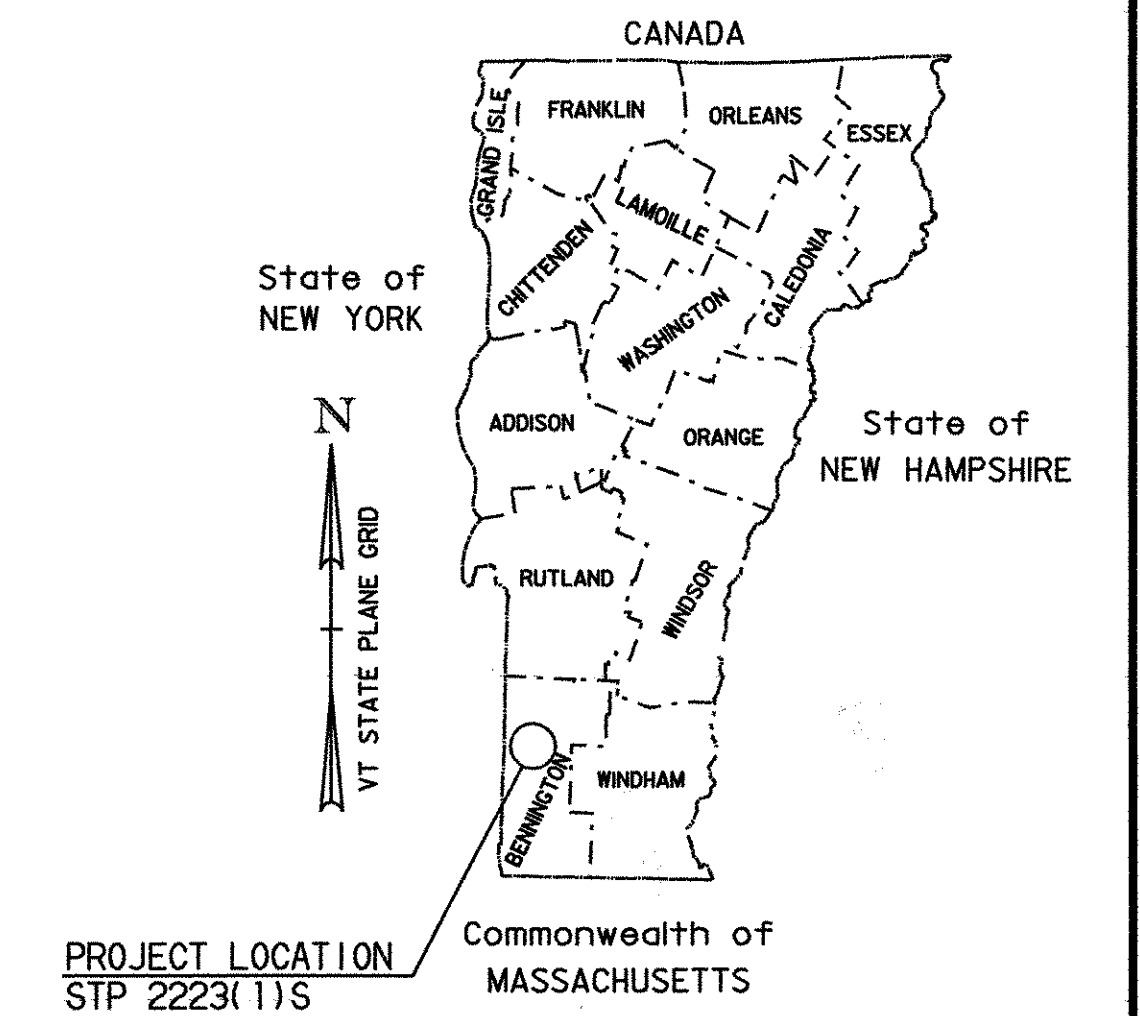


PROPOSED IMPROVEMENT TOWNS OF ARLINGTON AND SUNDERLAND COUNTY OF BENNINGTON VT. ROUTE 313

BEGINNING IN ARLINGTON AT MILE MARKER 6.708 = STA. 10+795.480 AND EXTENDING
EASTERLY ALONG VT. ROUTE 313 FOR A DISTANCE OF 3077.066 m (1.912 MILES) TO A POINT
IN SUNDERLAND AT MILE MARKER 0.714 = STA. 1+149.072.

LENGTH OF ROADWAY 3077.066 m (1.912 MILES)
LENGTH OF PROJECT 3077.066 m (1.912 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING, RESURFACING
WITH A WEARING COURSE, NEW PAVEMENT MARKINGS, GUARDRAIL IMPROVEMENTS,
DRAINAGE IMPROVEMENTS AND INCIDENTAL ITEMS.



TRAFFIC DATA

VT. ROUTE 313 (BEGIN PROJECT TO ARLINGTON MM 7.190)

2005 ADT = 2200
2005 DHV = 306
2015 ADT = 2700
2015 DHV = 380

VT. ROUTE 313 (ARLINGTON MM 7.190 TO END PROJECT)

2005 ADT = 3200
2005 DHV = 460
2015 ADT = 3700
2015 DHV = 520

RECORD PLANS

CONTRACTOR: KUBRICKY CONSTRUCTION CORP - GLENS FALLS, NY
 RESIDENT ENGINEER: RON LEMAIRE
 CONSTRUCTION BEGAN: JULY 5, 2005
 CONSTRUCTION COMPLETE: OCTOBER 26, 2006
 RECORD PLANS BY: RON LEMAIRE & J. GILMORE

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

BY Ron Lemaire RESIDENT ENGINEER
 DATE 02/22/07

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.

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

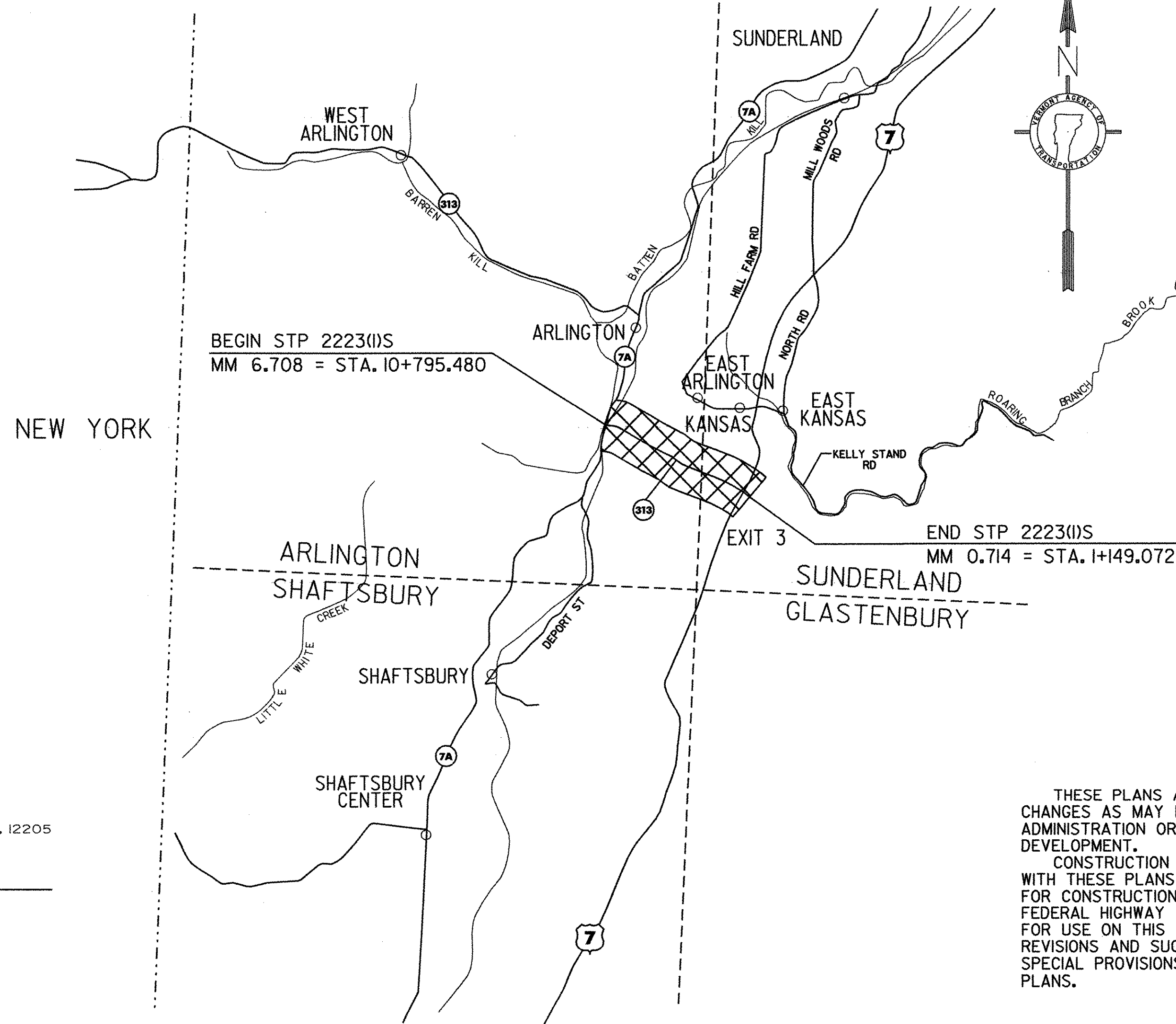
RIGHT OF WAY LIMITS, IF APPLICABLE, ARE PROVIDED SOLELY FOR THE CONVENIENCE OF THE STATE AND ITS CONTRACTOR DURING THE COURSE OF THIS PAVING PROJECT. ANY REFERENCES TO OFFSETS ON THESE PLANS ARE APPROXIMATE AND SHOULD NOT BE RELIED UPON FOR ANY OTHER PURPOSES



APPROVED Ron Lemaire DATE 2-2-07
 DIRECTOR OF PROJECT DEVELOPMENT
 DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 APPROVED _____ DATE _____
 DIVISION ADMINISTRATOR
 PROJECT ARLINGTON - SUNDERLAND
AC STP 2223(I)S
 SHEET 1 OF 16 SHEETS

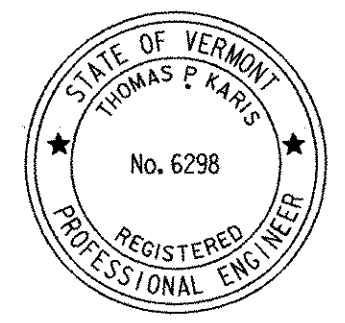
THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROJECT DEVELOPMENT.
 CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1995, AS APPROVED BY THE FEDERAL 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.

/pave/99bi98/pbi98.dgn pbi98ts.i



CONVENTIONAL SIGNS

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



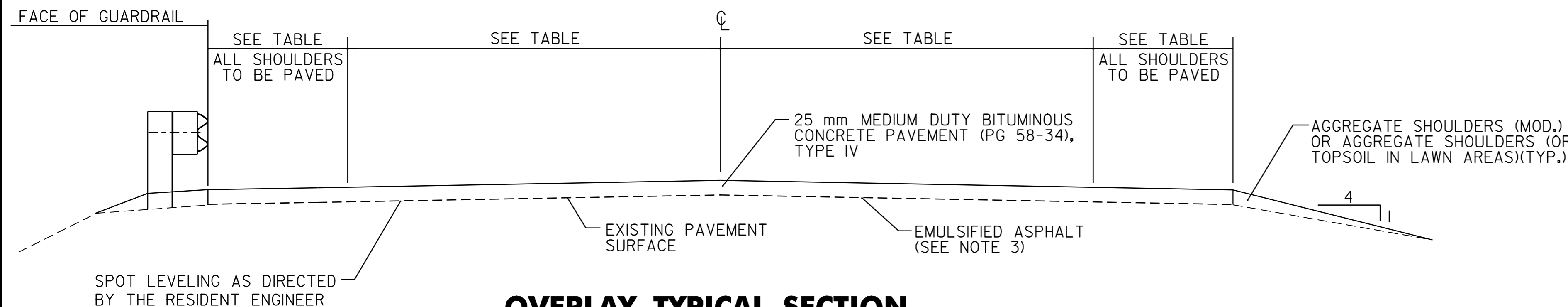
PLANS PREPARED BY
CHA CLOUGH, HARBOUR & ASSOCIATES LLP
 ENGINEERS, SURVEYORS, PLANNERS & LANDSCAPE ARCHITECTS
 111 WINNERS CIRCLE ALBANY, NEW YORK, 12205

DATUM _____
 VERTICAL N/A
 HORIZONTAL N/A

DATE/TIME = \$DATE\$ USER = \$USER\$

NOTES

1. THE WEARING COURSE SHALL BE TYPE IV MEDIUM DUTY 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. 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 SUBBASE OF CRUSHED GRAVEL (FINE GRADED).
3. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON ALL COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.12 L/m² OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. BITUMINOUS CONCRETE PAVEMENT TOLERANCE = ±5 mm (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).
5. DITCHING MATERIAL SHALL BE USED FOR THE CONSTRUCTION OF END SECTIONS WHICH SHALL BE CAPPED WITH AND ESTIMATED 75 mm DEPTH OF AGGREGATE SHOULDER MATERIAL UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 20 m³ OF DITCHING MATERIAL AND 5 TONS OF AGGREGATE SHOULDER MATERIAL FOR EACH GUARDRAIL TERMINAL.
6. 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 CONSIDERED SUBSIDIARY TO ITEM 406.27 MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
7. ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS WILL BE PAID ONLY WHERE SPECIFIED IN THE PLANS. ALL OTHER BITUMINOUS CONCRETE PAVEMENT WORK WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS DRIVE AND SIDEROAD APPROACHES AND AROUND DRAINAGE/UTILITY STRUCTURES) SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR ITEM 406.27 MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
8. ITEM 203.99 SHOULDER BERM REMOVAL HAS BEEN ADDED TO REMOVE EXCESS GRANULAR MATERIAL LOCATED AT EXISTING GUARDRAIL TO REMAIN TO ALLOW THE SHOULDER TO DRAIN (100% OF TOTAL LENGTH OF RETAINED RAIL).
9. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO 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.
10. TREATED TIMBER CURB SHALL BE BACKED-UP TO FULL HEIGHT WITH ITEM 402.12 AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF AGGREGATE SHOULDER MATERIAL HAS BEEN INCLUDED IN THE PLANS.
11. SPOT LEVELING HAS BEEN ESTIMATED AT 50% OF THE ENTIRE AREA OF PAVEMENT AND SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER.
12. DRAINAGE STRUCTURES LOCATED IN THE DITCH (SUCH A DROP INLETS AND CULVERT PIPE OPENINGS) SHALL BE MARKED WITH A NEW YIELDING MARKER POST AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 619.17 YIELDING MARKER POSTS.



OVERLAY TYPICAL SECTION

VT. ROUTE 313 ARLINGTON STA. 10+795.480 TO SUNDERLAND STA. 1+149.072

CONSERVATION SEED MIX

RURAL AREA - SEED MIXTURE				
% WT.	kg/ha.	NAME	PUR.%	GERM.%
37.14	26.0	CREeping RED FESCUE	98	85
37.14	26.0	TALL FESCUE	95	90
5.71	4.0	RED TOP	95	90
14.30	10.0	BIRDSFOOT TREFoil	98	85
5.71	4.0	ANNUAL RYEGrASS	95	85
100.0	70.0			

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 4500 kg/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

HAY MULCH:
TO BE APPLIED ON EARTH SLOPES AT THE RATE OF 4500 kg/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.

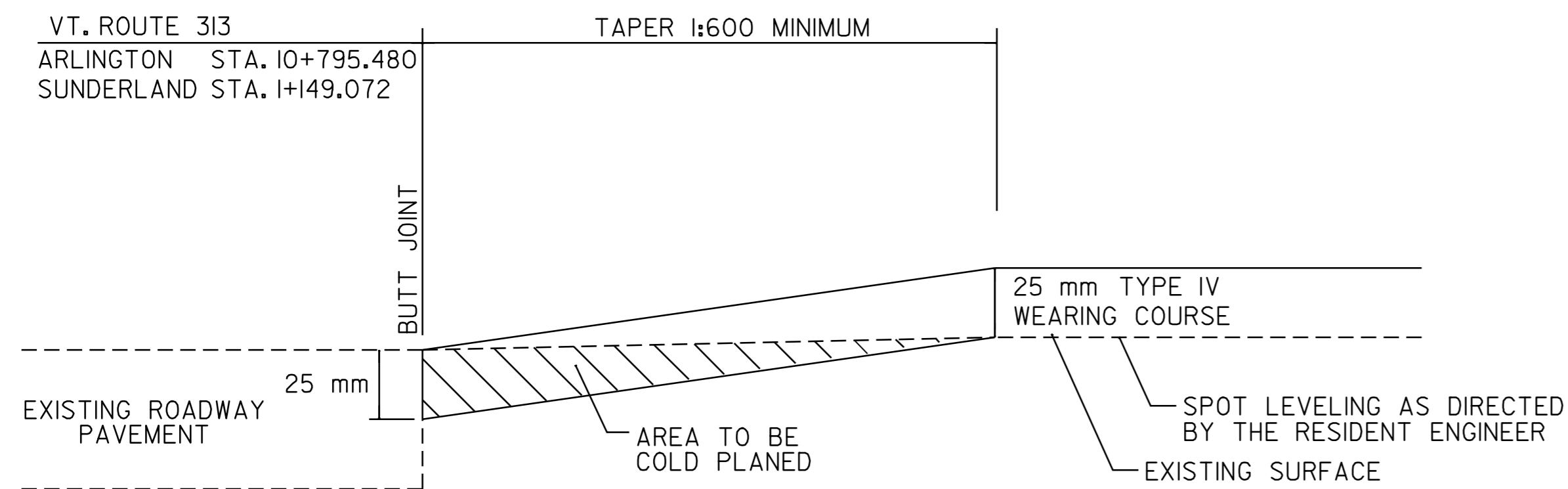
PROJECT PAVING LIMITS

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING †	NOTES
ARLINGTON:						
VT. ROUTE 313	10+795.480	11+474.000	3.0 m - 3.6 m - 3.6 m - 3.0 m	25 mm	161	SPOT LEVEL WITH TYPE IV AND PAVE WITH 25 mm TYPE IV
VT. ROUTE 313	11+474.000	11+760.000	VARIES SEE LAYOUT	25 mm	78	SPOT LEVEL WITH TYPE IV AND PAVE WITH 25 mm TYPE IV
VT. ROUTE 313	11+760.000	12+723.474	3.0 m - 3.6 m - 3.6 m - 3.0 m	25 mm	229	SPOT LEVEL WITH TYPE IV AND PAVE WITH 25 mm TYPE IV
SUNDERLAND:						
VT. ROUTE 313	0+000.000	0+645.000	3.0 m - 3.6 m - 3.6 m - 3.0 m	25 mm	153	SPOT LEVEL WITH TYPE IV AND PAVE WITH 25 mm TYPE IV
VT. ROUTE 313	0+645.000	1+149.072	VARIES SEE LAYOUT	25 mm	128	SPOT LEVEL WITH TYPE IV AND PAVE WITH 25 mm TYPE IV

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

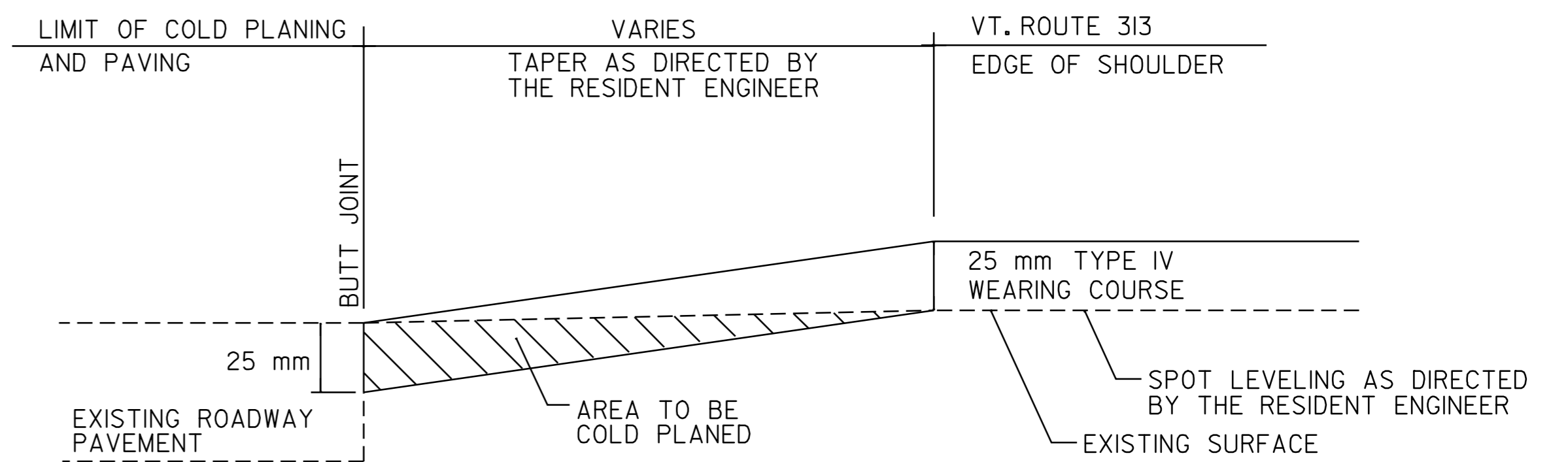
PROJECT TYPICAL SHEET # 1

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/01
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	/pave/99b198/pb198.dgn		
IPARM FILE	pb198+typ.l	DATE PLOTTED	APR-2007 10:4
PROJ. NAME	ARLINGTON - SUNDERLAND		
PROJ. NO.	STP 2223(I)S		
SHEET	2 OF 16	SHEETS	



APPROACH AREA DETAIL

VT. ROUTE 33 ARLINGTON 10+795.480 - BEGIN OVERLAY
 VT. ROUTE 33 SUNDERLAND 1+149.072 - END OVERLAY



APPROACH AREA DETAIL

T-4 NORTH
 T-4 SOUTH
 T-16 NORTH
 T-16 SOUTH
 INTERCHANGE 3, U.S. ROUTE 7 RAMP "D"
 INTERCHANGE 3, U.S. ROUTE 7 RAMP "C"
 INTERCHANGE 3, U.S. ROUTE 7 RAMP "B"
 INTERCHANGE 3, U.S. ROUTE 7 RAMP "A"

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

<p>PROJECT TYPICAL SHEET # 2</p>	SURVEYED BY <u>N/A</u> DATE <u>N/A</u>
	DRAWN BY <u>C.A.K.</u> DATE <u>2/01</u>
	SQUAD LEADER <u>T.P.K.</u>
	DESIGN FILE NO. <u>/pave/99b198/pb198.dgn</u>
	IPARM FILE <u>pb198typ2.i</u> DATE <u>10-APR-2007 10:4</u>
PROJ. NAME	ARLINGTON - SUNDERLAND
PROJ. NO.	STP 2223(I)S
SHEET	3 OF 16 SHEETS

ITEM DETAIL SUMMARY SHEET

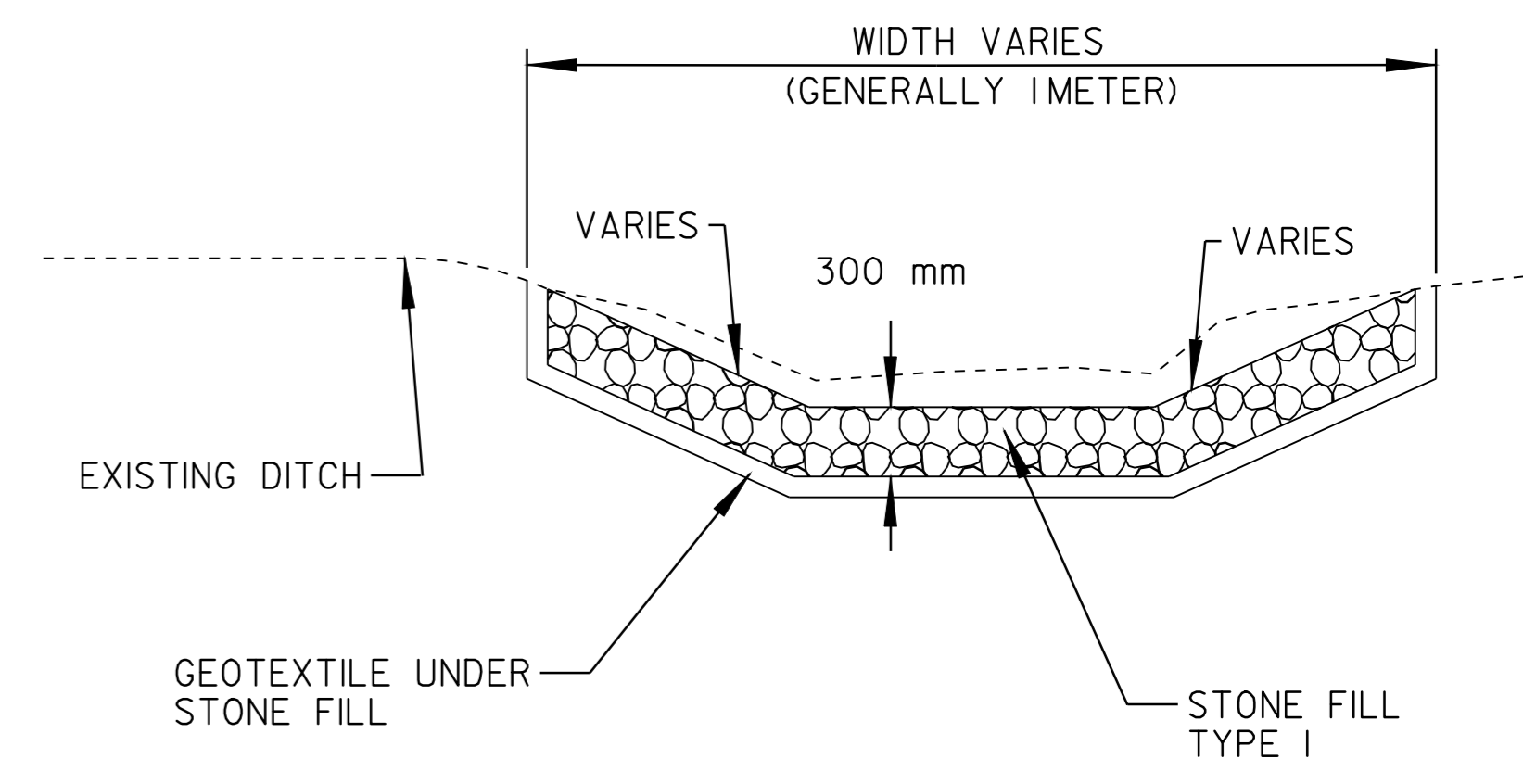


LOCATION			GUARDRAIL									MISCELLANEOUS			REMARKS	
STATION	STATION	POS.	616.35 TREATED TIMBER CURB m	621.20 STEEL BEAM G.R. m	621.20 STEEL BEAM G.R. W/2.4 m POSTS (MOD.) m	621.21 HEAVY DUTY STEEL BEAM G.R. m	621.21 H.D. STEEL BEAM G.R. W/2.4 m POSTS (MOD.) m	621.505 MANUFACTURED TERMINAL SECTION EA	621.54 WOOD POST M.E.L.T. EA	621.60 ANCHOR FOR G.R. EA	621.80 REMOVE & DISP. G.R. m	621.81 REMOVE & DISP. G.P. EA	203.15 COMMON EXCAVATION m³	203.28 EXCAVATION OF SURFACES AND PAVEMENT m³		203.30 EARTH BARRROW m³
ARLINGTON:																
11+575.0	11+833.6	LT	160	285.0				1			295.4					INSTALL TREATED TIMBER CURB FROM STA. 11+636.0 TO STA. 11+796.0. INSTALL NEW M.T.S. AT STA. 11+833.6.
11+678.7	11+800.3	RT		121.6				2			141					INSTALL NEW M.T.S. AT STA. 11+678.7 & STA. 11+800.3.
SUNDERLAND:																
0+162.2	0+458.6	LT	210	296.4				2			317					INSTALL TREATED TIMBER CURB FROM STA. 0+205.0 TO STA. 0+415.0. INSTALL NEW M.T.S. AT STA. 0+162.2 & STA. 0+458.6.
0+234.1	0+465.9	RT	125	231.8				2			252					INSTALL TREATED TIMBER CURB FROM STA. 0+291.0 TO STA. 0+416.0. INSTALL NEW M.T.S. AT STA. 0+234.1 & STA. 0+465.9.
0+645.0	0+707.0	LT											23.4	9	32.4	
SUBTOTAL			495	934.8				7			1005.4		23.4	9	32.4	
ROUNDING			25	55.2				-			54.6		1.6	1	2.6	
TOTAL			520	990				7			1060		25	10	35	

DATUM VERTICAL <u> N/A </u> HORIZONTAL <u> N/A </u>	ITEM DETAIL SUMMARY SHEET	SURVEYED BY <u> N/A </u> DATE <u> N/A </u> DRAWN BY <u> C.A.K. </u> DATE <u> 2/01 </u> SQUAD LEADER <u> T.P.K. </u> DESIGN FILE NO. <u> /pave/99b198/pb198.dgn </u> IPARM FILE <u> pb198id.1 </u> DATE PLOTTED <u> APR-2007 10:4 </u> PROJ. NAME <u> ARLINGTON - SUNDERLAND </u> PROJ. NO. <u> STP 2223(I)S </u> SHEET <u> 6 </u> OF <u> 16 </u> SHEETS
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LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS
SITE	STATION	STATION	POS.	PERCENT GRADE			EROS. MATT.	STONE FILL TYP. 1	GEO. UNDER STONE FILL	
				0-2	2-5	>5				
				0-2	2-5	>5				
VERMONT ROUTE 313 ARLINGTON:							m ²	m ³	m ²	
1	10+940.0	11+039.0	RT	99						
2	11+000.0	11+350.0	LT	350						
3	11+161.0	11+274.0	RT	113						
4	12+340.0	12+723.0	RT	383						
5	12+594.0	12+723.0	LT	129						
SUNDERLAND:										
6	0+000.0	0+100.0	LT	100						
7	0+000.0	0+200.0	RT	200						
SUBTOTAL				1374						
ROUNDING				76						
TOTAL				1450						

LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS
SITE	STATION	STATION	POS.	PERCENT GRADE			EROS. MATT.	STONE FILL TYP. 1	GEO. UNDER STONE FILL	
				0-2	2-5	>5				
				0-2	2-5	>5				
							m ²	m ³	m ²	



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 2 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.

DITCH CLEANING DETAIL SHEET	PROJECT:	ARLINGTON - SUNDERLAND	PROJECT NO.:	STP 2223(I)S
	DESIGN FILE NAME:	/pave/98bl34/pbl98.dgn	PLOT DATE:	17-APR-2007 10
	IPARM FILE NAME:	pbl98dc.i	SURVEY DATE:	N/A
	SURVEYED BY:	N/A	DRAWN BY:	C.A.K.
	SQUAD LEADER:	T.P.K.		SHEET: 7 OF 16

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

ARLINGTON:
 STA. 10+795.480 - STA. 11+200.0 LT & RT

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

ARLINGTON: LT C RT
 STA. 10+795.480 - STA. 11+200.0 S - S

646.50 DURABLE LETTER OR SYMBOL

ARLINGTON:
 STA. 10+896.9 LT, "A,H,E,A,D" (5 EA)
 STA. 10+909.1 LT, "S,T,O,P" (4 EA)

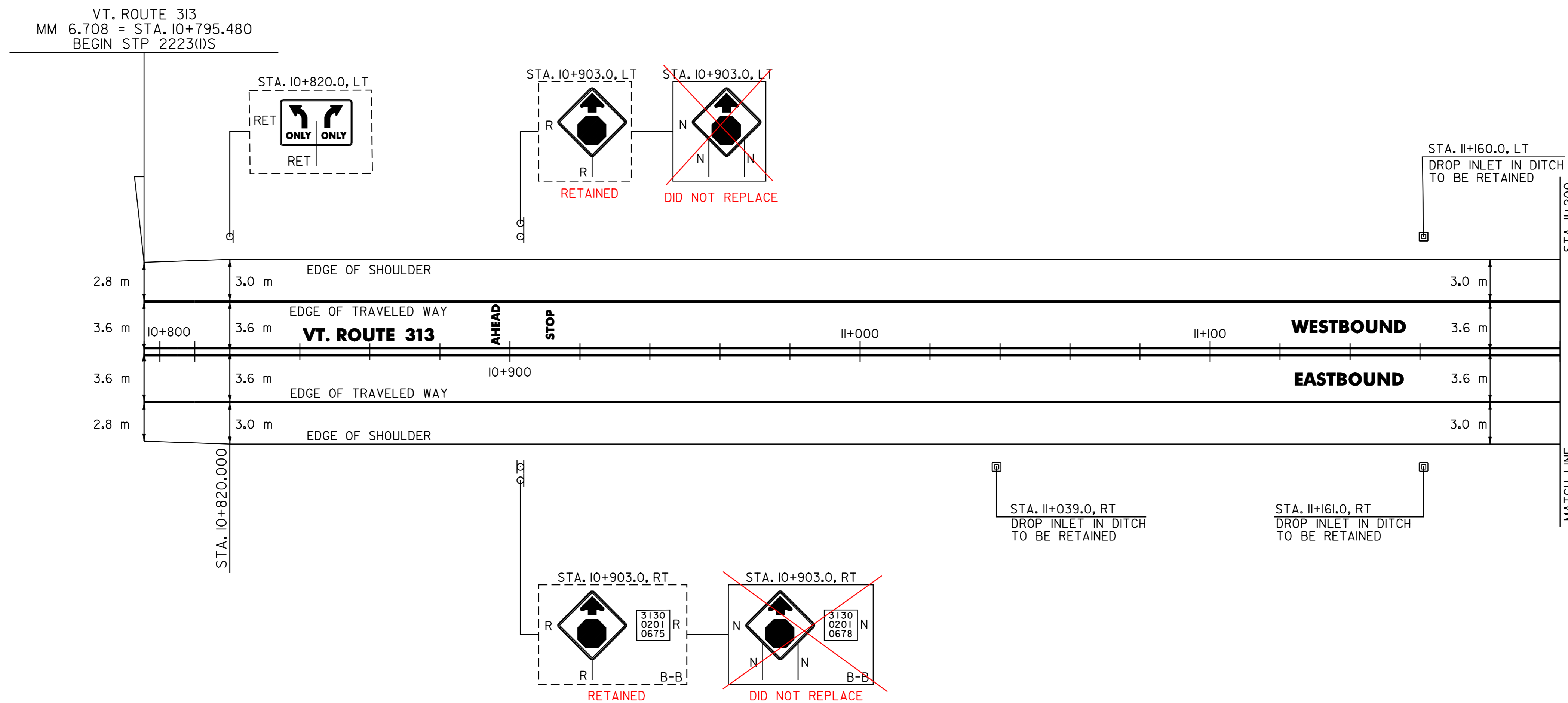
675.50 REMOVING SIGNS
 AS SHOWN - 3

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

ARLINGTON:
 STA. 10+795.480 - STA. 10+816.0 LT & RT

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

ARLINGTON: LT C RT
 STA. 10+795.480 - STA. 10+816.0 S - S



DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

SIGN LEGEND
 R= REMOVE
 S= SALVAGE
 N= NEW
 RET= RETAIN
 B-B= BACK TO BACK
 EXISTING= -----
 NEW= _____

PAVING PROJECT LAYOUT # 1

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/01
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	/pave/99b198/pb198.dgn		
IPARM FILE	pb198101.i	DATE PLOTTED	APR-2007 10:4
PROJ. NAME	ARLINGTON - SUNDERLAND		
PROJ. NO.	STP 2223(I)S		
SHEET	8 OF 16	SHEETS	

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

ARLINGTON:
STA. II+200.0 - STA. II+740.0 LT & RT
STA. II+575.0 - STA. II+601.0 LT, ISLAND (71m)
STA. II+601.0 - STA. II+688.0 3.6 m LT, SOLID LINE (LANE LINE)
STA. II+688.0 - STA. II+740.0 3.6 m LT, DOTTED LINE

646.42 DURABLE 200 mm WHITE LINE

ARLINGTON:
STA. II+474.0 - STA. II+567.0 LT, SHOULDER HATCHING (255 m)
STA. II+575.0 - STA. II+601.0 LT, HATCHED ISLAND (138 m)

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

ARLINGTON: LT C RT
STA. II+200.0 - STA. II+740.0 S - S
STA. II+571.183 DOUBLE SOLID RT, T-4
STA. II+571.183 DOUBLE SOLID LT, T-4

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

ARLINGTON:
STA. II+571.183 DOUBLE SOLID RT, T-4
STA. II+571.183 DOUBLE SOLID LT, T-4

646.46 DURABLE 600 mm STOP BAR

ARLINGTON:
STA. II+571.183 RT, T-4
STA. II+571.183 LT, T-4
646.66 TEMPORARY 600 mm STOP BAR

ARLINGTON:
STA. II+571.183 RT, T-4
STA. II+571.183 LT, T-4

646.50 DURABLE LETTER OR SYMBOL

ARLINGTON:
STA. II+571.183 RT, T-4, "S,T,O,P" (4 EA)
STA. II+571.183 LT, T-4, "S,T,O,P" (4 EA)
STA. II+580.0 LT, T-4, "Y,I,E,L,D" (5 EA)
STA. II+602.3 LT, ARROW (1EA)
STA. II+606.0 LT, "O,N,L,Y" (4 EA)
STA. II+642.6 LT, ARROW (1EA)
STA. II+646.3 LT, "O,N,L,Y" (4 EA)
STA. II+683.0 LT, ARROW (1EA)
STA. II+686.7 LT, "O,N,L,Y" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL

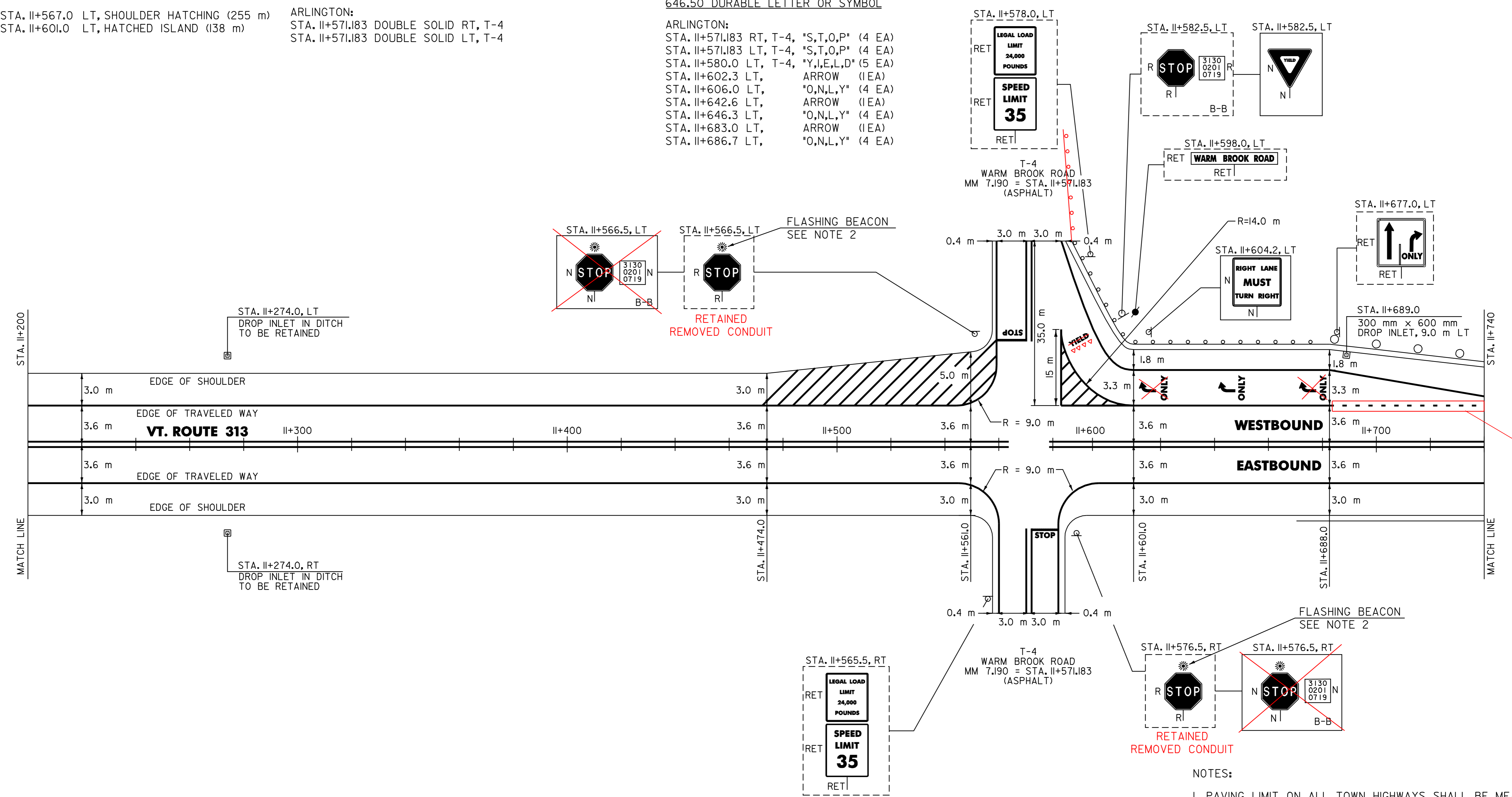
ARLINGTON:
STA. II+571.183 RT, T-4, "S,T,O,P" (4 EA)
STA. II+571.183 LT, T-4, "S,T,O,P" (4 EA)

678.16 FLASHING BEACON - GROUND MOUNTED (MOD.)

AS SHOWN - 2

675.50 REMOVING SIGNS

AS SHOWN - 3



- NOTES:
- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM VT. ROUTE 313 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
 - REMOVE EXISTING FLASHING BEACON AND INSTALL ON TOP OF NEW SIGN ASSEMBLY.

604.42 CHANGE ELEVATION OF DI, CB OR MH

ARLINGTON:
STA. II+689.0, LT (191.4 m)

616.35 TREATED TIMBER CURB

ARLINGTON:
STA. II+636.0 - STA. II+740.0 LT (104 m)

621.20 STEEL BEAM GUARDRAIL

ARLINGTON:
STA. II+575.0 - STA. II+740.0 LT (191.4 m)
STA. II+678.7 - STA. II+740.0 RT (61.3 m)

621.505 MANUFACTURED TERMINAL SECTION

ARLINGTON:
STA. II+678.7, RT
STA. II+575.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

ARLINGTON:
STA. II+580.0 - STA. II+740.0 LT (191.4 m)
STA. II+669.0 - STA. II+740.0 RT (71 m)

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

SIGN LEGEND

R=	REMOVE
S=	SALVAGE
N=	NEW
RET=	RETAIN
B-B=	BACK TO BACK
EXISTING=	-----
NEW=	_____

PAVING PROJECT LAYOUT # 2

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/01
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	/pave/99b198/pb198.dgn		
IPARM FILE	pb198i02.i	DATE PLOTTED	APR-2007 10:4
PROJ. NAME	ARLINGTON - SUNDERLAND		
PROJ. NO.	STP 2223(IIS)		
SHEET 9 OF 16	SHEETS		

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

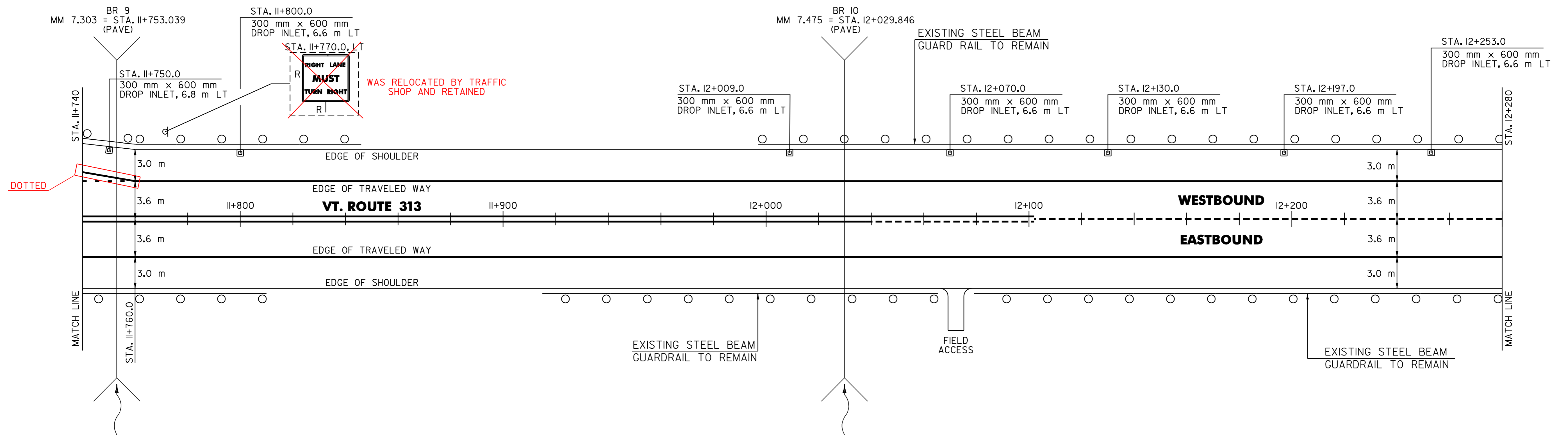
ARLINGTON:
 STA. 11+740.0 - STA. 12+280.0 LT & RT
 STA. 11+740.0 - STA. 11+760.0 LT, DOTTED LINE

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

ARLINGTON: LT CL RT
 STA. 11+740.0 - STA. 12+038.0 S - S
 STA. 12+038.0 - STA. 12+102.0 S - D
 STA. 12+102.0 - STA. 12+280.0 - D -

675.5 REMOVING SIGNS

AS SHOWN - I



604.42 CHANGE ELEVATION OF DI, CB OR MH

ARLINGTON:
 STA. 11+750.0 LT
 STA. 11+800.0 LT
 STA. 12+009.0 LT
 STA. 12+070.0 LT
 STA. 12+130.0 LT
 STA. 12+197.0 LT
 STA. 12+253.0 LT

616.35 TREATED TIMBER CURB

ARLINGTON:
 STA. 11+740.0 - STA. 11+796.0 LT (56 m)

621.20 STEEL BEAM GUARDRAIL

ARLINGTON:
 STA. 11+740.0 - STA. 11+800.3 RT (60.3 m)
 STA. 11+740.0 - STA. 11+833.6 LT (93.6 m)

621.505 MANUFACTURED TERMINAL SECTION

ARLINGTON:
 STA. 11+800.3 RT
 STA. 11+833.6 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

ARLINGTON:
 STA. 11+740.0 - STA. 11+810.0 RT (70 m)
 STA. 11+740.0 - STA. 11+844.0 LT (104 m)

SIGN LEGEND
 R= REMOVE
 S= SALVAGE
 N= NEW
 RET= RETAIN
 B-B= BACK TO BACK
 EXISTING= - - - - -
 NEW= _____

**PAVING
 PROJECT
 LAYOUT
 # 3**

SURVEYED BY N/A DATE N/A
 DRAWN BY C.A.K. DATE 2/01
 SQUAD LEADER T.P.K.
 DESIGN FILE NO. /pave/99b198/pb198.dgn
 IPARM FILE pb198103.i DATE PLOTTED 17-APR-2007 10:4
 PROJ. NAME ARLINGTON - SUNDERLAND
 PROJ. NO. STP 2223(I)S
 SHEET 10 OF 16 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)

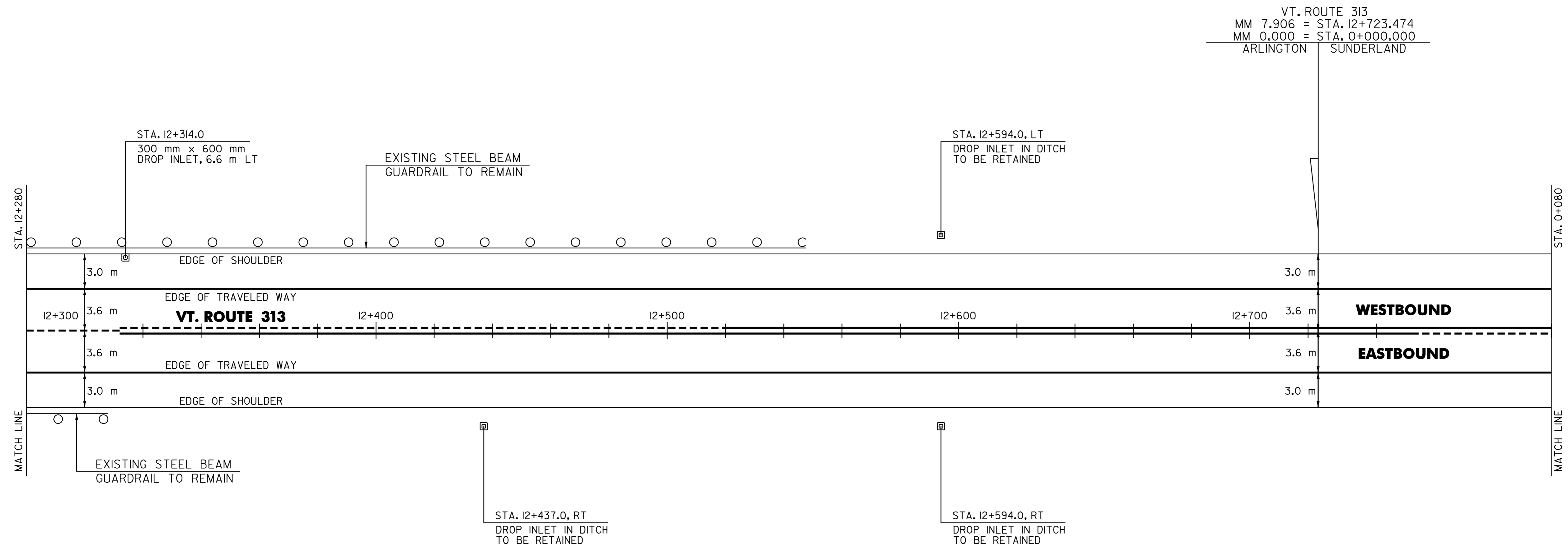
ARLINGTON:
 STA. 12+280.0 - STA. 12+723.474 LT & RT

SUNDERLAND:
 STA. 0+000.000 - STA. 0+080.0 LT & RT

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

ARLINGTON:
 STA. 12+280.0 - STA. 12+312.0 - D -
 STA. 12+312.0 - STA. 12+520.0 D - S
 STA. 12+520.0 - STA. 12+723.474 S - S

SUNDERLAND:
 STA. 0+000.000 - STA. 0+032.0 S - S
 STA. 0+032.0 - STA. 0+080.0 S - D



604.42 CHANGE ELEVATION OF DI, CB OR MH

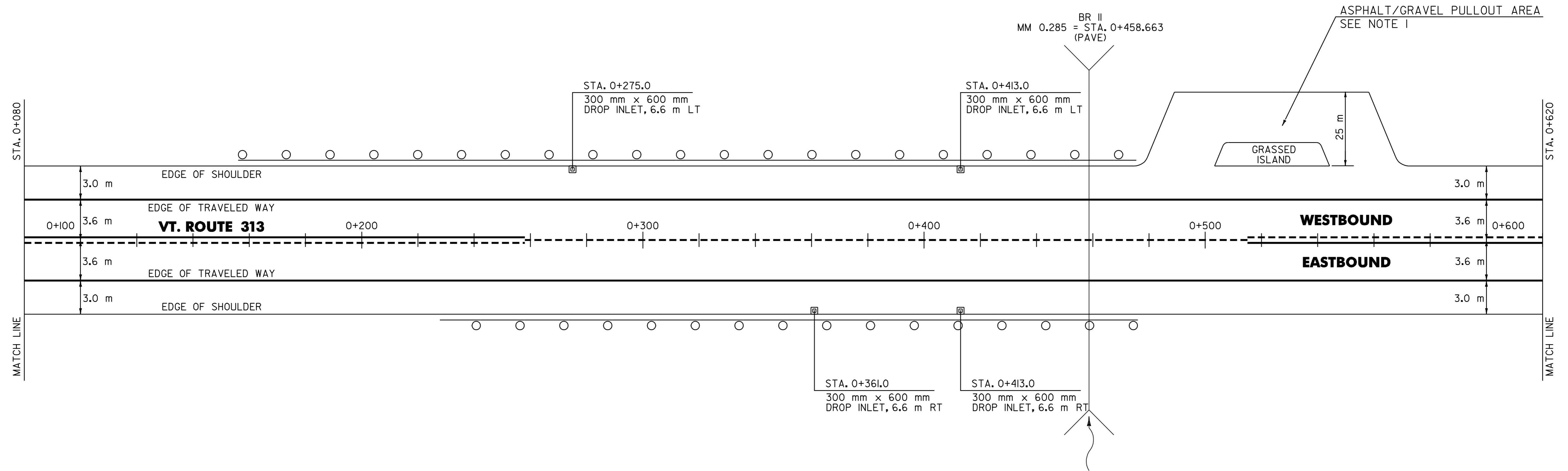
ARLINGTON:
 STA. 12+314.0 LT

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

PAVING PROJECT LAYOUT # 4	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	2/01
	SQUAD LEADER	T.P.K.		
	DESIGN FILE NO.	/pave/99b198/pb198.dgn		
	IPARM FILE	pb198104.i	DATE PLOTTED	APR-2007 10:4
PROJ. NAME	ARLINGTON - SUNDERLAND			
PROJ. NO.	STP 2223(I)S			
SHEET II OF 16	SHEETS			

646.40 DURABLE 100 mm WHITE LINE
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
 SUNDERLAND:
 STA. 0+080.0 - STA. 0+620.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
 SUNDERLAND:
 STA. 0+080.0 - STA. 0+258.0 LT S - D
 STA. 0+258.0 - STA. 0+515.0 LT - D -
 STA. 0+515.0 - STA. 0+620.0 LT D - S



NOTE:

I. PAVE THE ENTIRE PULLOUT AREA WITH TWO 25 mm LIFTS OF TYPE IV MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT. PLACE 75 mm OF ITEM 301.28 SUBBASE OF CRUSHED GRAVEL (FINE GRADED) ON THE EXISTING GRAVEL SURFACES PRIOR TO PAVING. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID UNDER ITEM 608.25.

301.28 SUBBASE OF CRUSHED GRAVEL (FINE GRADED)

SUNDERLAND:
 STA. 0+480.0 - STA. 0+565.0 LT (105 m³)

604.42 CHANGE ELEVATION OF DI, CB OR MH

SUNDERLAND:
 STA. 0+275.0 LT
 STA. 0+361.0 RT
 STA. 0+413.0 LT
 STA. 0+413.0 RT

616.35 TREATED TIMBER CURB

SUNDERLAND:
 STA. 0+205.0 - STA. 0+415.0 LT (210 m)
 STA. 0+291.0 - STA. 0+416.0 RT (125 m)

621.20 STEEL BEAM GUARDRAIL

SUNDERLAND:
 STA. 0+162.2 - STA. 0+458.6 LT (296.4 m)
 STA. 0+234.1 - STA. 0+465.9 RT (231.8 m)

621.505 MANUFACTURED TERMINAL SECTION

SUNDERLAND:
 STA. 0+162.2 LT
 STA. 0+234.1 RT
 STA. 0+458.6 LT
 STA. 0+465.9 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

SUNDERLAND:
 STA. 0+153.0 - STA. 0+470.0 LT (317 m)
 STA. 0+224.0 - STA. 0+476.0 RT (252 m)

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

**PAVING
 PROJECT
 LAYOUT
 # 5**

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/01
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	/pave/99b198/pb198.dgn		
IPARM FILE	pb198105.i	DATE PLOTTED	7-APR-2007 10:4
PROJ. NAME	ARLINGTON - SUNDERLAND		
PROJ. NO.	STP 2223(I)S		
SHEET	12 OF 16	SHEETS	

646.40 DURABLE 100 mm WHITE LINE
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
 SUNDERLAND:
 STA. 0+620.0 - STA. 1+149.072 LT & RT
 STA. 0+775.0 - STA. 0+842.0 3.6 m RT, DOTTED LINE
 STA. 0+827.0 - STA. 0+838.0 3.6 m LT, DASHED LINE
 STA. 0+842.0 - STA. 0+866.0 3.6 m RT, DASHED LINE

646.41 DURABLE 100 mm YELLOW LINE
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
 SUNDERLAND:
 STA. 0+620.0 STA. 0+692.0 LT - S
 STA. 0+692.0 STA. 1+149.072 RT - S
 STA. 0+740.298 DOUBLE SOLID LT, T-16
 STA. 0+762.829 DOUBLE SOLID RT, T-16

646.42 DURABLE 200 mm WHITE LINE
 SUNDERLAND:
 STA. 0+745.2 - STA. 0+816.0 LT, SHOULDER HATCHING
 STA. 0+838.0 - STA. 0+881.0 3.6 m LT
 STA. 0+853.0 - STA. 0+881.0 LT
 STA. 0+866.0 - STA. 0+917.0 3.6 m RT
 STA. 0+881.0 - STA. 0+917.0 RT, SHOULDER HATCHING
 STA. 0+881.0 - STA. 0+917.0 RT

646.46 DURABLE 600 mm STOP BAR
 SUNDERLAND:
 STA. 0+740.298 LT, T-16
 STA. 0+762.829 RT, T-16
 STA. 0+946.294 LT, U.S. ROUTE 7 RAMP C
 STA. 1+139.416 RT, U.S. ROUTE 7 RAMP A
 STA. 1+146.300 LT, ORVIS COMMERCIAL DRIVE

646.50 DURABLE LETTER OR SYMBOL
 SUNDERLAND:
 STA. 0+740.298 LT, T-16 "S,T,O,P" (4 EA)
 STA. 0+762.829 RT, T-16 "S,T,O,P" (4 EA)
 STA. 0+875.0 RT, U.S. ROUTE 7 RAMP D, "O,N,L,Y" (4 EA)
 STA. 0+877.5 LT, U.S. ROUTE 7 RAMP C, "Y,I,E,L,D" (5 EA)
 STA. 0+879.0 RT, U.S. ROUTE 7 RAMP D, ARROW (1EA)
 STA. 0+946.294 LT, U.S. ROUTE 7 RAMP C, "S,T,O,P" (4 EA)
 STA. 1+139.416 RT, U.S. ROUTE 7 RAMP A, "S,T,O,P" (4 EA)
 STA. 1+149.0 LT, ORVIS COMMERCIAL DRIVE, "S,T,O,P" (4 EA)

646.414 DURABLE 150 mm WHITE LINE
 SUNDERLAND:
 STA. 0+946.294 LT, U.S. ROUTE 7 RAMP C
 STA. 0+946.294 RT, U.S. ROUTE 7 RAMP D
 STA. 1+139.416 LT, U.S. ROUTE 7 RAMP B
 STA. 1+139.416 RT, U.S. ROUTE 7 RAMP A

646.61 TEMPORARY 100 mm YELLOW LINE
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
 SUNDERLAND:
 STA. 0+740.298 DOUBLE SOLID LT, T-16
 STA. 0+762.829 DOUBLE SOLID RT, T-16

646.42 TEMPORARY 200 mm WHITE LINE
 SUNDERLAND:
 STA. 0+745.2 - STA. 0+816.0 LT, SHOULDER HATCHING
 STA. 0+838.0 - STA. 0+881.0 3.6 m LT
 STA. 0+853.0 - STA. 0+881.0 LT
 STA. 0+866.0 - STA. 0+917.0 3.6 m RT
 STA. 0+881.0 - STA. 0+917.0 RT, SHOULDER HATCHING
 STA. 0+881.0 - STA. 0+917.0 RT

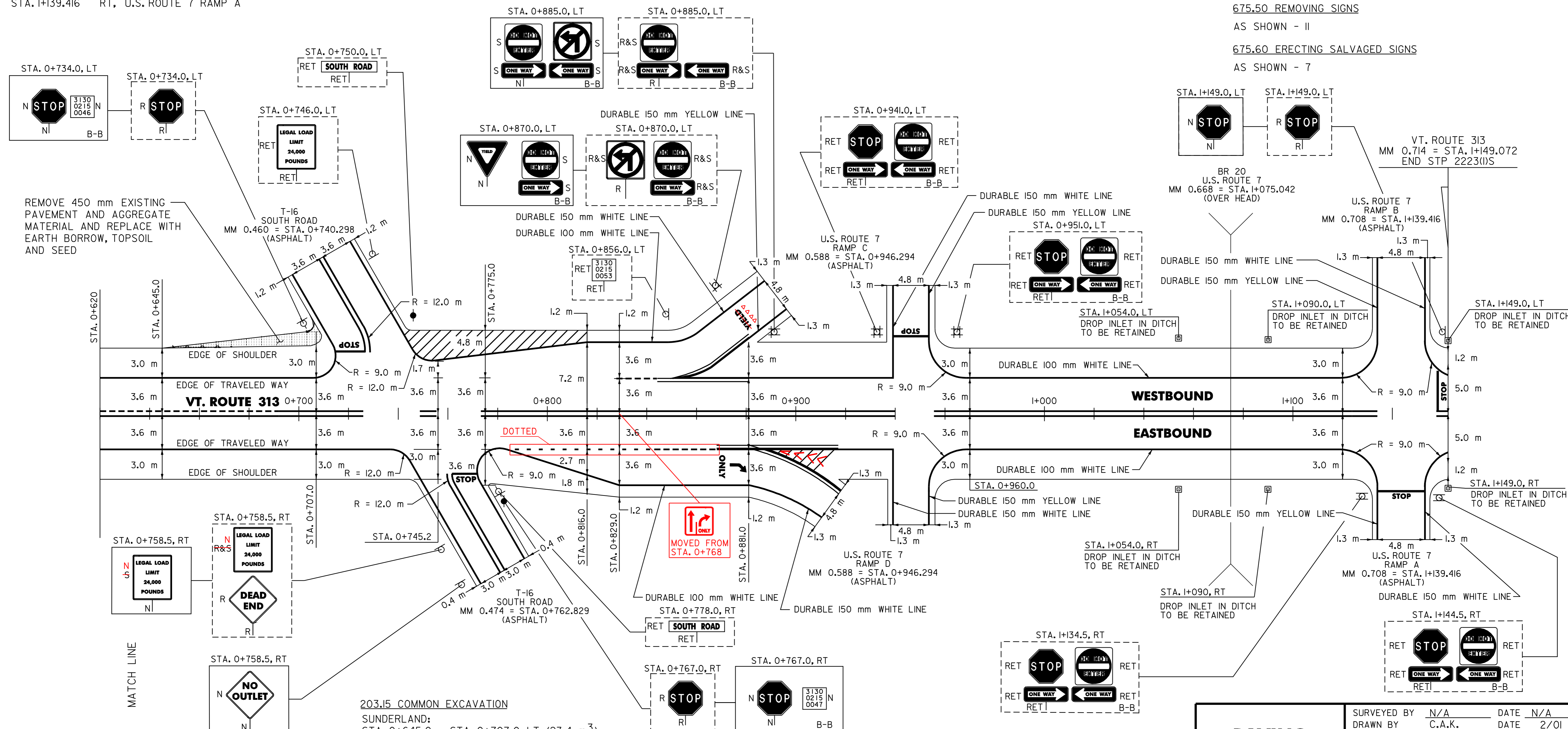
646.66 TEMPORARY 600 mm STOP BAR
 SUNDERLAND:
 STA. 0+740.298 LT, T-16
 STA. 0+762.829 RT, T-16
 STA. 0+946.294 LT, U.S. ROUTE 7 RAMP C
 STA. 1+139.416 RT, U.S. ROUTE 7 RAMP A
 STA. 1+146.300 LT, ORVIS COMMERCIAL DRIVE

646.50 TEMPORARY LETTER OR SYMBOL
 SUNDERLAND:
 STA. 0+740.298 LT, T-16 "S,T,O,P" (4 EA)
 STA. 0+762.829 RT, T-16 "S,T,O,P" (4 EA)
 STA. 0+946.294 LT, U.S. ROUTE 7 RAMP C, "S,T,O,P" (4 EA)
 STA. 1+139.416 RT, U.S. ROUTE 7 RAMP A, "S,T,O,P" (4 EA)
 STA. 1+149.0 LT, ORVIS COMMERCIAL DRIVE, "S,T,O,P" (4 EA)

646.415 DURABLE 150 mm YELLOW LINE
 SUNDERLAND:
 STA. 0+946.294 LT, U.S. ROUTE 7 RAMP C
 STA. 0+946.294 RT, U.S. ROUTE 7 RAMP D
 STA. 1+139.416 LT, U.S. ROUTE 7 RAMP B
 STA. 1+139.416 RT, U.S. ROUTE 7 RAMP A

675.50 REMOVING SIGNS
 AS SHOWN - II

675.60 ERECTING SALVAGED SIGNS
 AS SHOWN - 7



DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

- 203.15 COMMON EXCAVATION**
 SUNDERLAND:
 STA. 0+645.0 - STA. 0+707.0 LT (23.4 m³)
- 203.28 EXCAVATION OF SURFACES AND PAVEMENTS**
 SUNDERLAND:
 STA. 0+645.0 - STA. 0+707.0 LT (9 m³)
- 203.30 EARTH BARROW**
 SUNDERLAND:
 STA. 0+645.0 - STA. 0+707.0 LT (32.4 m³)

NOTE:
 1. PAVING LIMIT ON ALL TOWN HIGHWAYS & INTERCHANGE RAMP SHALL BE MEASURED 8 m BACK FROM VT. ROUTE 313 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER

SIGN LEGEND
 R= REMOVE
 S= SALVAGE
 N= NEW
 RET= RETAIN
 B-B= BACK TO BACK
 EXISTING= _____
 NEW= _____

PAVING PROJECT LAYOUT # 6

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/01
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	/pave/99b198/pb198.dgn		
IPARM FILE	pb198106.i	DATE PLOTTED	APR-2007 10:4
PROJ. NAME	ARLINGTON - SUNDERLAND		
PROJ. NO.	STP 2223(IIS)		
SHEET 13 OF 16	SHEETS		

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	NEW SIGN POSTS														REMARKS	SIGN DETAIL						
				"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			
		kg/m	44							50	63	75	100	100 MOD	FOUND-ATION	75	89	100	125	FTG. SIZE		WEIGHT	POST SIZE								
			1.7	3.0	4.5	3.4	3.9			5.0	1.9	2.5	2.5	11.3		13.4	16.1	21.7	600 mm	750 mm											
ARLINGTON: 10+903.0, LT		1	900	900	0.81					2		X																			E-150M
	DID NOT REPLACE																														
10+903.0, RT		1	900	900	0.81					2		X																		E-150M E-138M	
	DID NOT REPLACE																														
11+566.5, LT		1	750	750	0.56					1		X																		E-143M E-138M	
	DID NOT REPLACE																														
11+576.5, RT		1	750	750	0.56					1		X																		E-143M E-138M	
	DID NOT REPLACE																														
11+582.5, LT		1			0.70					1		X																			E-146M
11+604.2, LT		1	750	750	0.56					1		X																			E-140M
	DID NOT INSTALL ABANDONED																														

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."

TOTALS	m ²	m ²	EA	m ²		m	m	kg	EA	kg	EA	kg
	4.09					36.8						

PROJECT: ARLINGTON - SUNDERLAND PROJECT NO.: STP 2223(I)S
 DESIGN FILE NAME: /pave/99b198/pb198.dgn PLOT DATE: 17-APR-2007 10
 IPARM FILE NAME: pb198ssl.i SURVEY DATE: N/A
 SURVEYED BY: N/A DRAWN BY: C.A.K.
 SQUAD LEADER: T.P.K. SHEET: 14 OF 16

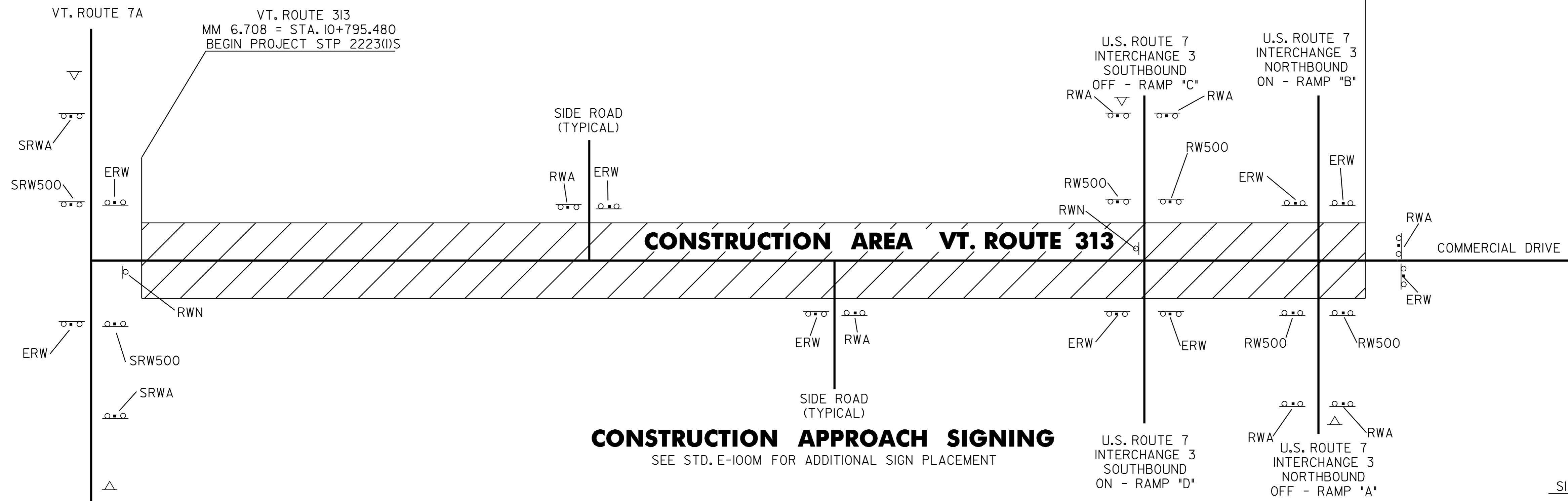
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	NEW SIGN POSTS																REMARKS	SIGN DETAIL				
		EA	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (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	FOUND-ATION	75	89	100	125	FTG. SIZE				WEIGHT	POST SIZE	
																									kg/m						kg/m
0+734.0, LT		1	750	750	0.56				1			X																BACK - TO - BACK		E-143M E-138M	
0+758.5, RT									1			X																SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-	
0+758.5, RT		1	750	750	0.56				1			X																	16	-	
0+767.0, RT		1	750	750	0.56				1			X																		E-143M E-138M	
0+870.0, LT		1			0.70				1			X																		E-146M	
									1																						
0+885.0, LT									1			X																			
									1																						
1+149.0, LT		1	750	750	0.56				1			X																		E-143M	
SHEET SUBTOTAL					3.0																										
SHEET 14 SUBTOTAL					4.09																										
ROUNDING					0.91																										

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."

TOTALS	m ²	m ²	EA	m ²		m	m	m	m	m	m	EA	kg	kg	kg	kg	kg	kg	kg	EA	EA	kg
	8.0		7			75																

PROJECT: ARLINGTON - SUNDERLAND	PROJECT NO.: STP 2223(I)S
DESIGN FILE NAME: /pave/99bl98/pbl98.dgn	PLOT DATE: 17-APR-2007 10:
IPARM FILE NAME: pbl98ss2.1	SURVEY DATE: N/A
SURVEYED BY: N/A	SQUAD LEADER: T.P.K.
	SHEET: 15 OF 16

VT. ROUTE 313
MM 0.714 = STA. 1+149.072
END PROJECT STP 2223(I)S

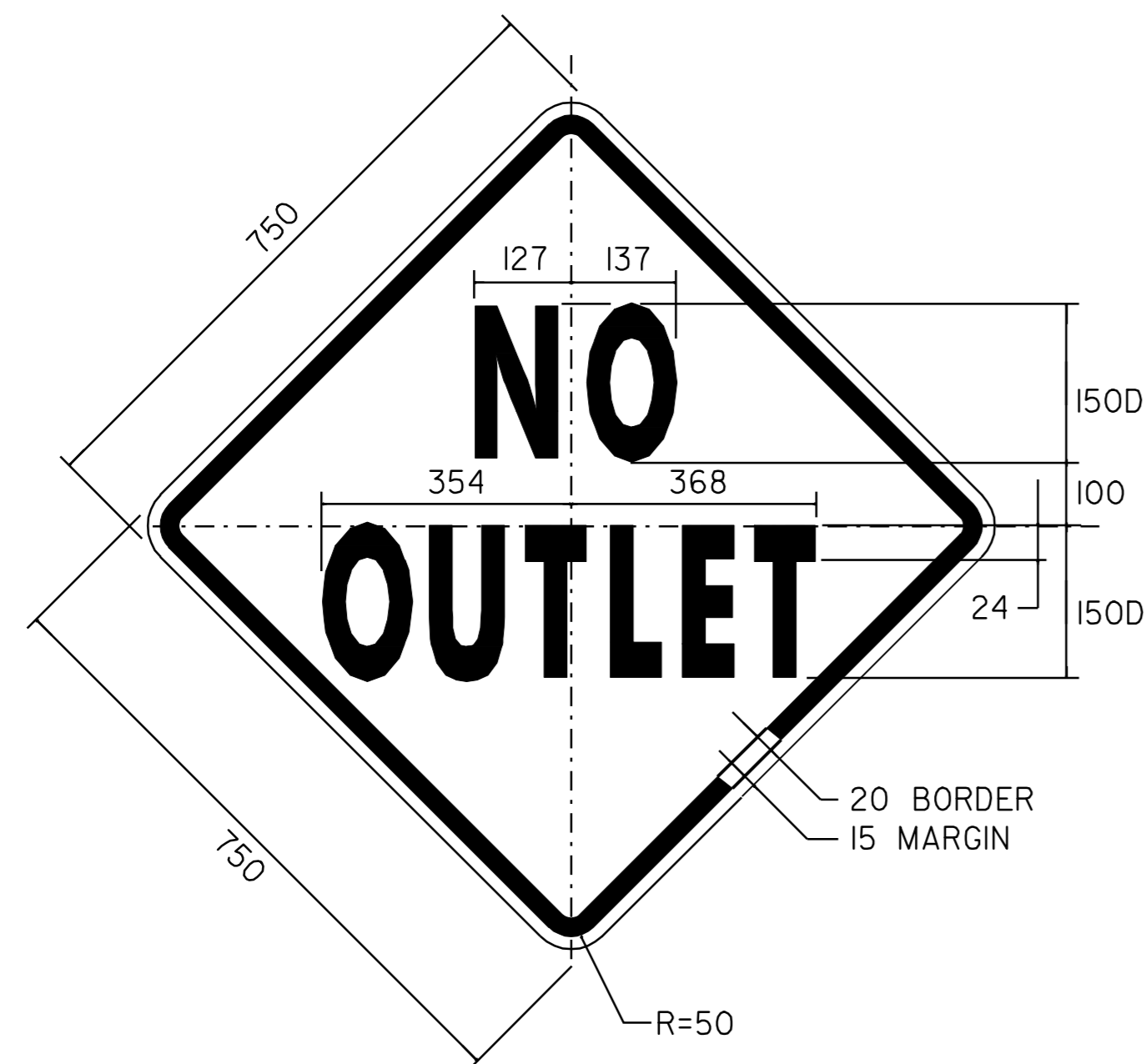


CONSTRUCTION APPROACH SIGNING

SEE STD. E-100M FOR ADDITIONAL SIGN PLACEMENT

SIGN LEGEND

- RWA = ROAD WORK AHEAD
- RW500 = ROAD WORK 500 FEET
- ERW = END ROAD WORK
- SRWA = SIDE ROAD WORK AHEAD
- SRW500 = SIDE ROAD WORK 500 FEET
- RWN = ROAD WORK NEXT 2 MILES
- ▽ = PORTABLE CHANGEABLE MESSAGE SIGN



COLOR: BLACK BORDER & TEXT
YELLOW BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-150M
SIGN - VT. ROUTE 313
SUNDERLAND
STA. 0+758.5 RT

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.

LIST OF TOWN HIGHWAYS FOR CONSTRUCTION SIGNS			
TOWN HIGHWAY NUMBER	ROAD WORK AHEAD	END ROAD WORK	OTHER
VT. ROUTE 7A NORTH	-	1	1- SRWA 1- SRW500
VT. ROUTE 7A SOUTH	-	1	1- SRWA 1- SRW500
BEGIN PROJECT	-	-	1- RWN
T-4 NORTH	1	1	
T-4 SOUTH	1	1	
T-16 NORTH	1	1	
T-16 SOUTH	1	1	
U.S. ROUTE 7 INTERCHANGE 3 RAMP "D"	-	2	
U.S. ROUTE 7 INTERCHANGE 3 RAMP "C"	2	-	2 - RW500 1- RWN
U.S. ROUTE 7 INTERCHANGE 3 RAMP "B"	-	2	
U.S. ROUTE 7 INTERCHANGE 3 RAMP "A"	2	-	2 - RW500
END PROJECT	1	1	
TOTAL	9	11	10

NOTES:

- PORTABLE CHANGEABLE MESSAGE SIGNS ARE SHOWN ABOVE IN THEIR APPROXIMATE LOCATIONS. THE EXACT LOCATION OF EACH PORTABLE CHANGEABLE MESSAGE SIGN MAY VARY DUE TO THE WORK BEING PERFORMED OR AS DIRECTED BY THE RESIDENT ENGINEER.
- THE RESIDENT ENGINEER AT HIS/HER DISCRETION SHALL DELETE CONSTRUCTION APPROACH SIGNING ON DEAD END ROADS OR ROADS THAT CONNECT WITHIN THE PROJECT LIMITS.

ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE INDICATED.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

CONSTRUCTION APPROACH SIGNING AND TRAFFIC SIGN DETAIL SHEET

SURVEYED BY N/A DATE N/A
 DRAWN BY C.A.K. DATE 2/01
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