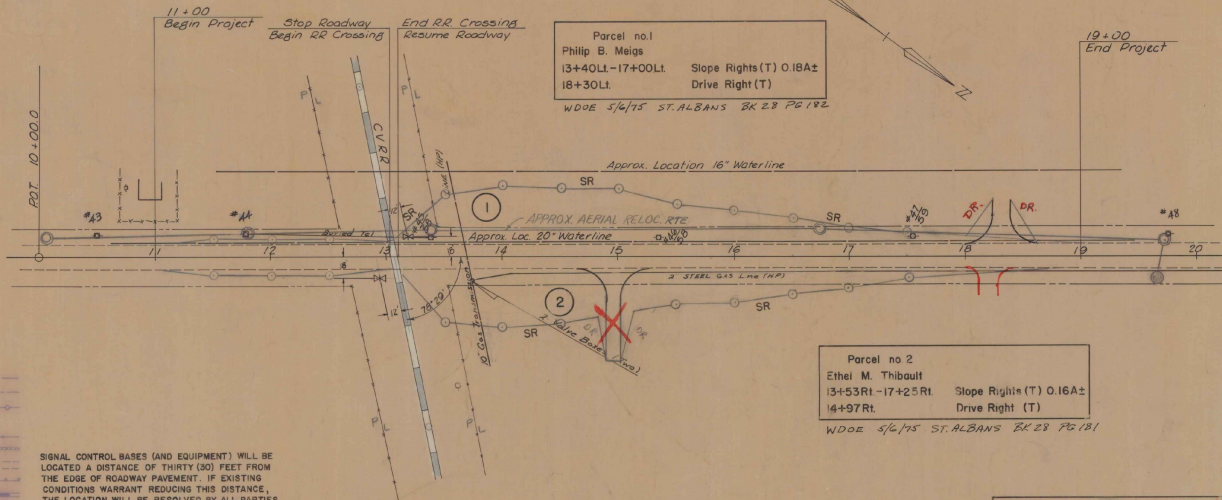


INDEX OF SHEETS

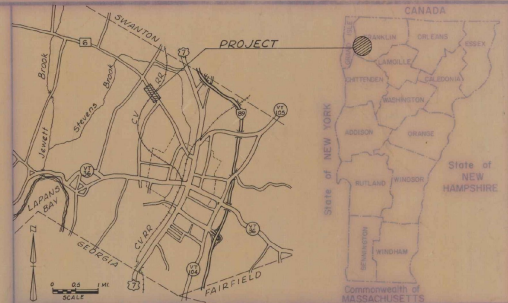
- Title, Typical, Plan, Profile, & Quantities
- Cross Sections

Construct Drive  
18+30 Cr.  
18+30 Lt.



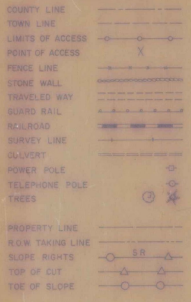
Parcel no.1  
Philip B. Meigs  
13+40Lt-17+00Lt. Slope Rights (T) 0.16A±  
18+30Lt. Drive Right (T)  
WDOE 5/6/75 ST. ALBANS BK 28 P. 182

Parcel no.2  
Ethel M. Thibault  
13+53Rt-17+25Rt. Slope Rights (T) 0.16A±  
14+97Rt. Drive Right (T)  
WDOE 5/6/75 ST. ALBANS BK 28 P. 181



ITEM NO.	ITEM	UNIT	NET	TOTAL	FINAL
203.15	Common Excavation	CY	100	100	300
203.30	Earth Borrow	CY	6950	6950	6498
301.15	Sub-base of Gravel	CY	1250	1250	1314
306.10	Overhaul	CY/MI	4800	4800	0
307.10	Stripping of Pits	CY	200	200	0
406.25	Bituminous Concrete Pavement	Ton	175	175	352.18
609.10	Dust Control w/ Water	M/Boil.	80	80	5
609.15	CALCIUM CHLORIDE	TON	30	30	1.74
651.10	Seed	LB	300	300	800
651.15	Fertilizer	LB	300	300	800
651.20	Agricultural Limestone	Ton	1	1	3.13
651.25	Hay Mulch	Ton	1	1	0
691.0	STEEL MARKER POST	Co.	0	0	10

CONVENTIONAL SIGNS



SIGNAL CONTROL BASES (AND EQUIPMENT) WILL BE LOCATED A DISTANCE OF THIRTY (30) FEET FROM THE EDGE OF ROADWAY PAVEMENT. IF EXISTING CONDITIONS WARRANT REDUCING THIS DISTANCE, THE LOCATION WILL BE RESOLVED BY ALL PARTIES CONCERNED. RAILROAD FLASHING SIGNALS TO BE ELEVATED TO PROPER HEIGHT AS DIRECTED BY THE ENGINEER.

CONTRACTOR-STATE FORCES  
ENGINEER-S.C. BRIGHAM  
STARTED-12 MAY 1975  
COMPLETED-14 AUGUST 1975  
ACCEPTED-20 OCTOBER 1975  
SUBBASE OF GRAVEL-VATES PIT, FAIRFIELD, VT.  
BITUMINOUS CONCRETE PAVEMENT-PIKE IND., SWANTON, VT.  
SEED-GRISWOLD FENCE CO., ESSEX JCT., VT.  
FERTILIZER-CORENCO BURLINGTON, VT.  
AGRICULTURAL LIMESTONE-SWANTON LIME WORKS, SWANTON, VT.

NOTE: ANY FURTHER INFORMATION CONCERNING FINAL QUANTITIES, AMOUNTS OR OTHER DETAILS RELATIVE TO THIS PROJECT MAY BE FOUND IN EITHER THE FIELD BOOKS OR THE ESTIMATE FILE.

Accidents: 1  
1969 through 1973  
1974 ADT 720  
1974 DHV 125

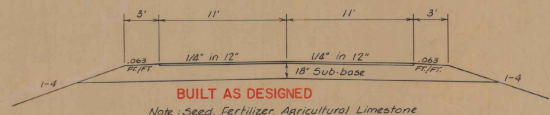
TOWN OF ST ALBANS  
COUNTY OF FRANKLIN  
TOWN HIGHWAY #2 CLASS II  
LOWER NEWTON ROAD

Beginning at a point approximately 0.4 mile easterly of the intersection with Class II Town Highway #2, & extending easterly 800 feet.

ALL DRIVES AS INDICATED ON PLANS ARE SUBJECT TO PERMITS PURSUANT TO TITLE 19, SECTION 43, V.S.A.

TYPICAL SECTION

1 1/2" Bituminous Concrete Pavement Item 406.25  
18" Sub-base of Gravel Item 301.15

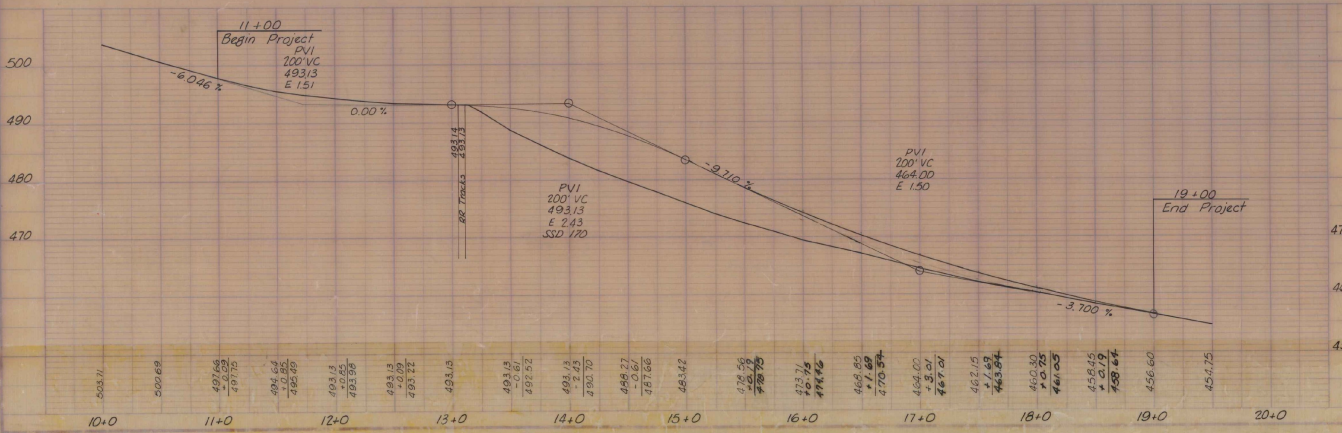


BUILT AS DESIGNED

Note: Seed, Fertilizer, Agricultural Limestone and Hay Mulch to be applied to all earth slopes. Fertilizer to be applied at the rate of 2 tons/Acre.

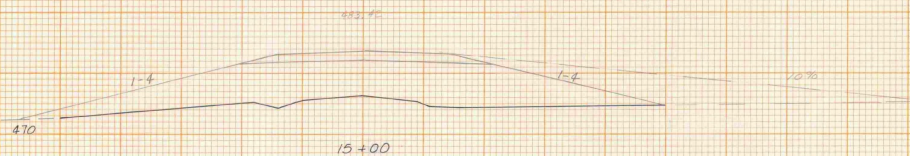
Rural Areas				
% wt	Lbs/Acre	Name	Pur %	Germ %
4167	25	Creeping Red Fescue	98	85
2500	15	Alfalfa	99	85
833	5	Red Top	92	85
1667	10	Arrival Rye Grass	95	90
833	5	Birdsfoot Trefoil - (var Empire)	98	80
10000	60			

THE SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE FROM ALL NOXIOUS WEED SEED.



APPROVED: *J.R. Leachman* DATE 1-14-78  
R.O.W. DIRECTOR  
SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD  
APPROVED: *C.H. Stebbins* DATE 1/17/78  
DISTRICT ENGINEER  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

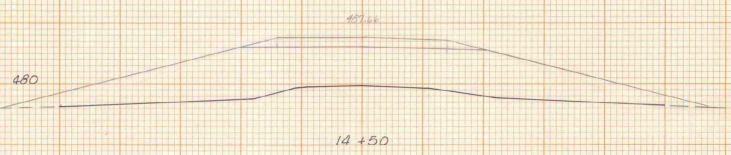
STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS  
TOWN OF St. Albans  
BRIDGE NO. 156 STA. 450+00  
SUNG. STA. 450+00  
DESIGNED BY District #8  
DRAWN BY LJ  
CHECKED BY  
DATE 11-74  
PROJECT St. Albans  
PROJ. NO. SR25 2301(10)  
Sheet 1 of 2



15+00

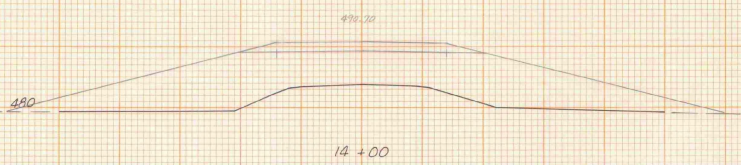
CUT  
ROCK  
FILL 95B

4+97.87  
CONSTRUCT DRIVE RT



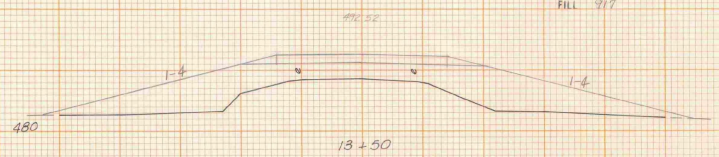
14+50

CUT  
ROCK  
FILL 1102C



14+00

CUT  
ROCK  
FILL 917



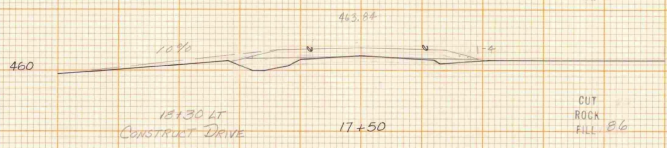
13+50

13+11.6 End RR Crossing Resume Roadway  
18+00.6 Stop Roadway Begin RR Crossing  
11+00 BEGIN PROJECT

CUT  
ROCK  
FILL 352

⊕

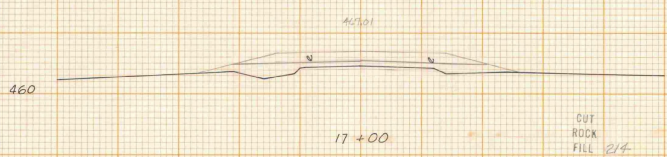
19+00 END PROJECT



17+50

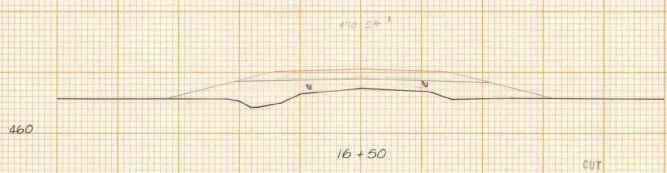
CUT  
ROCK  
FILL 100

CUT  
ROCK  
FILL 86



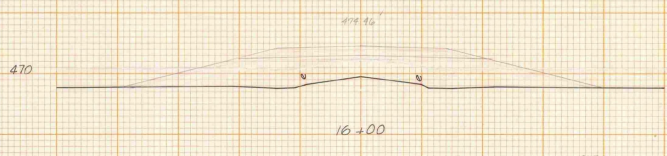
17+00

CUT  
ROCK  
FILL 214



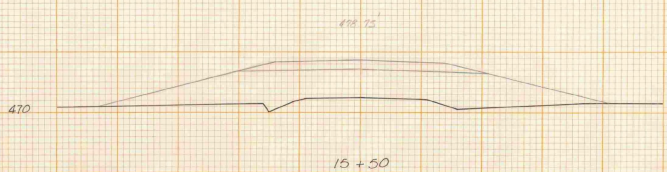
16+50

CUT  
ROCK  
FILL 422



16+00

CUT  
ROCK  
FILL 611



15+50

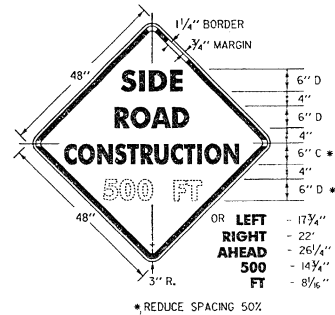
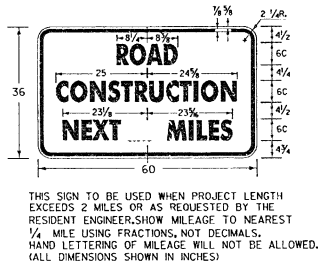
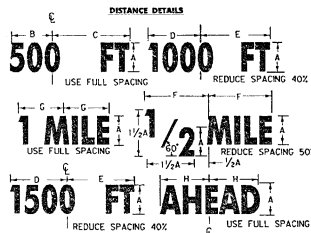
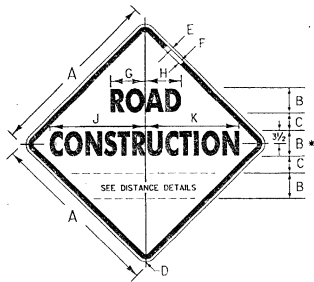
CUT  
ROCK  
FILL 750

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ST ALBANS TOWN  
NEWTON ROAD  
3A #6

SRS 2301(10)

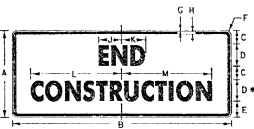
Sheet 2 of 2



DIMENSIONS (INCHES)												
	A	B	C	D	E	F	G	H	J	K		
STD.	48	7C	4 3/4	3" R.	1/4	1 1/4	9/2	9 1/4	26	25 1/2		
URBAN	36	5C	3 3/8	2 1/4 R.	1/8	3/8	6 1/4	7 1/8	20 1/4	20 1/4		

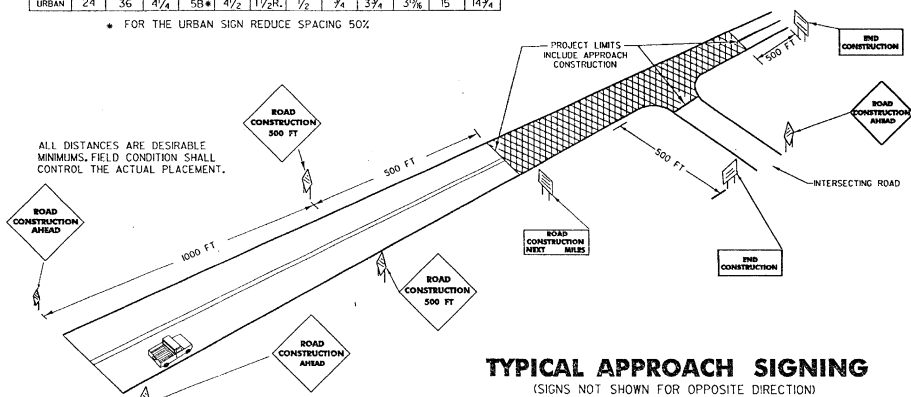
• FOR THE STD. SIGN REDUCE SPACING 40%

DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	
50	10 3/4	10 3/4	4 3/8	1 1/4	1 1/4	9/2	10 3/4		
6C	10 3/4	10 3/4	1 1/4	12	12 1/2	9 1/4	10 3/4		
7C	12	12 3/4	1 3/8	14	14 3/4	10 3/4	12 1/4		
8D	16 1/4	17 1/4	17	18	18	14 3/4	17 3/4		



DIMENSIONS (INCHES)												
	A	B	C	D	E	F	G	H	J	K	L	M
STD.	24	60	3 3/4	6C	4 1/2	1 1/2 R.	3/8	3/8	6 1/4	6 3/8	25	24 3/4
URBAN	24	36	4 1/4	5B*	4 1/2	1 1/2 R.	1/2	1/2	3 3/4	3 3/4	15	14 3/4

• FOR THE URBAN SIGN REDUCE SPACING 50%



**TYPICAL APPROACH SIGNING**  
(SIGNS NOT SHOWN FOR OPPOSITE DIRECTION)

**NOTES**

THE APPROACH CONSTRUCTION SIGNS SHOWN ON THIS SHEET ARE INTENDED FOR USE IN PROVIDING ADVANCE WARNING AND INFORMATION ON CONSTRUCTION PROJECTS OVER WHICH TRAFFIC WILL BE MAINTAINED. WHEN ADDITIONAL APPROACH SIGNS OR OTHER TYPES OF ADVANCE SIGNING OR CONTROL ARE NECESSARY, THE PLANS AND/OR THE SPECIFICATIONS FOR THAT PROJECT WILL GIVE THE DETAILS OF THE SIGNS AND DEVICES REQUIRED. FOR ON-PROJECT CONSTRUCTION SIGNS, REFER TO APPROPRIATE STANDARD SHEETS.

**APPLICATION OF STANDARDS**

SINCE IT IS NOT POSSIBLE TO PRESCRIBE DETAILED STANDARDS OF APPLICATION FOR ALL OF THE SITUATIONS THAT MAY CONCEIVABLY ARISE ON A CONSTRUCTION PROJECT, REFERENCE SHALL BE MADE TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" FOR THE PRINCIPAL PROCEDURES, AND STANDARDS THAT WILL BE REQUIRED IN CONNECTION WITH ADVANCED WARNING AND ON-PROJECT CONSTRUCTION SIGNS AND BARRIERS. THE SIGNS SHOWN IN E-101 AND E-102 REPRESENT A SAMPLE OF THOSE MORE COMMONLY USED.

**LOCATION**

CONSTRUCTION APPROACH SIGNS SHALL BE LOCATED AS DETAILED ON THIS SHEET OR AS OTHERWISE SHOWN ON THE PLANS. THEY SHALL APPEAR AT EACH END OF THE HIGHWAY UNDER CONSTRUCTION AND ON ALL INTERSECTING PUBLIC HIGHWAYS. THE EXACT PLACEMENT OF ANY SIGN WILL DEPEND UPON THE ALIGNMENT INTENDED TO INDICATE THE SEQUENCE TO BE FOLLOWED, AND THE APPROXIMATE SPACING TO BE OBSERVED. THE ENGINEER SHALL DETERMINE THE EXACT LOCATIONS.

**DESIGN**

THE DESIGN OF THE SIGNS SHALL CONFORM WITH THE DETAILS SHOWN ON THIS SHEET AND WITH THE STANDARDS PRESCRIBED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

**MATERIALS**

THE SIGN BASE MATERIAL USED FOR THE WARNING SIGNS ON THIS SHEET MAY BE ANY OF THE FOLLOWING, WITH MINIMUM THICKNESS AS NOTED.

FLAT SHEET ALUMINUM	0.125 INCHES
HIGH DENSITY OVERLAPED PLYWOOD	3/4 INCHES
GALVANIZED SHEET STEEL	1/2 GAUGE

**REFLECTORIZATION**

ALL REFLECTORIZED MATERIAL SHALL CONSIST OF ENCAPSULATED LENS REFLECTIVE SHEETING.

**COLORS**

THE COLORS SHALL CONFORM WITH THE STANDARD COLORS ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AND APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION. COLORS SHOWN ON THIS SHEET CONSIST OF BLACK TEXT AND BORDER ON A REFLECTORIZED ORANGE BACKGROUND.

**INSTALLATION**

THE SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY, OR UPON COMPLETION OF THE WORK. SIGNS MAY BE REMOVED UPON COMPLETION OF THE WORK. THE DISCRETION OF THE ENGINEER. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER ON POSTS SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST 7 FEET ABOVE ROAD LEVEL. THE TOP EDGE OF A SIGN SHALL BE AT LEAST 6 FEET OUTSIDE THE SHOULDER POINT OR 2 FEET OUTSIDE GUARD RAIL, CURBING, OR SIDEWALK. THE INSTALLATION OF SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. IN URBAN AREAS, THE BOTTOM OF THE SIGN SHALL BE AT LEAST 7 FEET ABOVE THE SIDEWALK.

**MAINTENANCE**

SIGNS SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION SATISFACTORY TO THE ENGINEER. THEY SHALL BE COMPLETELY VISIBLE TO APPROACHING TRAFFIC AT ALL TIMES. THEY SHALL BE KEPT PLUMB AND LEVEL, AND ALWAYS PRESENT A NEAT APPEARANCE. DAMAGED, DEFACED, OR DIRTY SIGNS SHALL BE REPAIRED, CLEANED OR REPLACED AS ORDERED BY THE ENGINEER.

**NOTES CONT.**

**GENERAL**

THE COST OF FURNISHING, ERECTING, MAINTAINING AND REMOVING ALL CONSTRUCTION APPROACH SIGNS WILL BE CONSIDERED SUBSIDIARY WORK PERTAINING TO THE PROJECT AS A WHOLE AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR VARIOUS ITEMS INVOLVED IN THE CONTRACT. DURING ALL PHASES OF CONSTRUCTION THE REQUIREMENTS SET FORTH IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" SHALL BE MET. WHEN THE PROJECT IS CLOSED DOWN FOR TEMPORARY PERIODS THE SIGNS SHALL BE COVERED IN A WORKMANLIKE MANNER.

**SIGN COVERS**

SIGN COVERS SHALL CONSIST OF A PANEL PAINTED FLAT BLACK, THE SAME SIZE AS THE SIGN IT COVERS. THE PANEL SHALL BE OF WOOD, PLYWOOD, HARDBOARD OR ANY MATERIAL SATISFACTORY TO THE ENGINEER. NO MATERIAL WILL BE APPROVED THAT WILL DEGRADE BY EXPOSURE TO THE WEATHER DURING THE PROJECT. MOUNTING OF THE PANEL SHALL BE DONE IN SUCH A WAY AS NOT TO DAMAGE THE SIGN FACE MATERIAL.

CONTRACTORS SHALL COORDINATE THEIR SIGNING ACTIVITIES WITH OTHER CONTRACTORS WITHIN THE PROJECT LIMITS, AS DIRECTED BY THE REGIONAL CONSTRUCTION ENGINEER.

**SIGN POSTS**

WHERE CONSTRUCTION SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARD RAIL OR OTHER APPROVED TRAFFIC BARRIERS, THE POSTS ON WHICH THE SIGNS ARE MOUNTED SHALL BE YIELDING METAL POSTS AS DESIGNATED IN THE E SERIES OF STANDARD DRAWINGS OR YIELDING WOODEN POSTS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:

WOODEN POSTS ARE ACCEPTABLE FOR USE WITH CONSTRUCTION SIGNS. THESE POSTS SHALL HAVE A UNIFORM CROSS-SECTION AND SHALL BE MADE FROM GRADE 2, AIR-DRYED SOUTHERN YELLOW PINE OR ANOTHER EQUIVALENT SOFTWOOD. AN ACCEPTABLE EQUIVALENT SOFTWOOD SHALL HAVE AN EXTENSIVE FIBER IN BENDING "FB" DESIGN VALUE NOT TO EXCEED 1000 PSI AND AN "S" DESIGN VALUE NOT TO EXCEED 1000 PSI AS ESTABLISHED BY THE NATIONAL FOREST PRODUCTS IN THEIR NATIONAL DESIGN SPECIFICATION "DESIGN VALUES FOR WOOD CONSTRUCTION" AND RELATED SUPPLEMENT, DATED 1986.

THE FOLLOWING ARE CONSIDERED TO BE ACCEPTABLE WOODEN POSTS:

- 4" x 4" (ACTUAL DIMENSIONS ARE 3.5" x 3.5")
  - ACCEPTABLE FOR SINGLE OR DUAL POSTS INSTALLATION WITH NO MODIFICATIONS.
  - ACCEPTABLE FOR THREE POSTS (OR MORE) INSTALLATION ONLY WHEN THERE ARE NO MORE THAN TWO POSTS IN A 7 FOOT PATH.
- 4" x 6" (ACTUAL DIMENSIONS ARE 3.5" x 5.5")
  - ACCEPTABLE FOR SINGLE POST INSTALLATIONS ONLY WHEN MODIFIED BY DRILLING TWO 1 1/2" DIAMETER HOLES, ONE AT 4" AND THE OTHER AT 18" ABOVE THE GROUND LINE AND PERPENDICULAR TO THE ROADWAY CENTERLINE.
  - ACCEPTABLE FOR MULTIPLE POSTS (TWO OR MORE) INSTALLATIONS ONLY WHEN MODIFIED AS ABOVE AND THE MINIMUM SPACING BETWEEN POSTS IS 7 FEET.
- 6" x 6" (ACTUAL DIMENSIONS ARE 5.5" x 5.5")
  - ACCEPTABLE FOR SINGLE POST INSTALLATIONS ONLY WHEN MODIFIED BY DRILLING TWO 2" DIAMETER HOLES, ONE AT 4" AND THE OTHER AT 18" ABOVE THE GROUND LINE AND PERPENDICULAR TO THE ROADWAY CENTERLINE.
  - ACCEPTABLE FOR MULTIPLE POST INSTALLATION ONLY WHEN MODIFIED AS ABOVE AND THE MINIMUM SPACING BETWEEN POSTS IS 7 FEET.
- 6" x 8" (ACTUAL DIMENSIONS ARE 5.5" x 7.5")
  - ACCEPTABLE FOR SINGLE POST INSTALLATIONS ONLY WHEN MODIFIED BY DRILLING TWO 3" DIAMETER HOLES, ONE AT 4" AND THE OTHER AT 18" ABOVE THE GROUND LINE AND PERPENDICULAR TO THE ROADWAY CENTERLINE.
  - ACCEPTABLE FOR MULTIPLE POST INSTALLATIONS ONLY WHEN MODIFIED AS ABOVE AND THE MINIMUM SPACING BETWEEN POSTS IS 7 FEET.

**ADDITIONAL DESIGN CRITERIA:**

THE LONGER DIMENSION OF THE POST(S), SUCH AS THE 6" DIMENSION OF THE 4" x 6" POST, SHALL BE PLACED PARALLEL TO THE ROADWAY CENTERLINE.

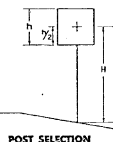
ALL WOODEN POSTS SHALL HAVE AN EMBEDMENT DEPTH OF 4 FEET.

NO CROSS-BRACING OR BACK-BRACING TO KEEP THE POSTS PLUMB WILL BE ALLOWED. CONCRETE FOUNDATIONS COLLARS OR SOIL BEARING PLATES ARE NOT PERMITTED.

CONSTRUCTION SIGNS SHALL BE PLACED ON TWO OR MORE POSTS WHEN ANY OF THE FOLLOWING CONDITIONS GOVERN:

- THE SIGN WIDTH (HORIZONTAL DIMENSIONS FOR DIAMOND SHAPED SIGNS) EXCEEDS 3 1/2 FEET.
- THE EXPOSED SIGN AREA OF ANY SINGLE SIGN OR ASSEMBLY EXCEEDS 12 1/2 SQ. FEET.
- THE SW OF A SINGLE POST IS EXCEEDED. (SEE THE POST SELECTION CHART BELOW).

WOOD POST SELECTION CHART		
SIGN AREA (FT <sup>2</sup> ) X HEIGHT (FT) < SW (SELECTION VALUE)	POST SIZE	DESIGN CRITERIA:
4" x 4"	5v	WIND SPEED = 60 MPH (10-YEAR MEAN OCCURRENCE INTERVAL)
4" x 6"	64	WIND PRESSURE = 13 psf
6" x 6"	147	ALLOWABLE BENDING STRESS F <sub>b</sub> = 400 psi
6" x 8"	216	
8" x 8"	389	



**REVISIONS AND CORRECTIONS**

MAY 26, 1989 - SIGN POST NOTES ADDED

OCT 1, 1992 - REVISED WOOD POST REQUIREMENTS, ADDED SIGN DETAILS, & REVISED TITLE BLOCK

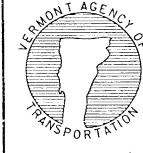
APPROVED

SEPT. 10, 1987  
DATE

*Samuel B. MacArthur*  
DIRECTOR OF ENGINEERING

*David A. Roar*  
TRAFFIC AND SAFETY ENGINEER

**CONSTRUCTION APPROACH SIGNS**



**STANDARD  
E-100**

VERMONT AGENCY  
TRANSPORTATION  
PHASE-III INTERSTATE  
HANGER 3937

1975

ST. Albans  
SRS 2301 (10)

1975