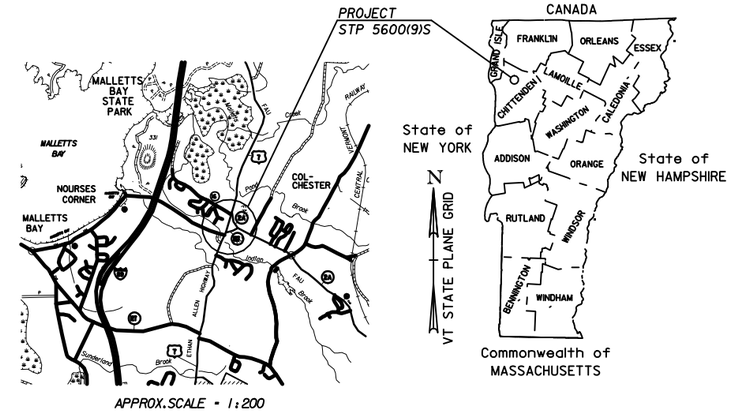
TRAFFIC DATA		
2006 ADT	=	11800
2026 ADT	=	16400
2026 DHV	=	2000
% D	=	63
% T	=	8
DESIGN SPEED	=	60 Km/h
POSTED SPEED	=	35 MPH
20 YR ESAL'S	=	6,741,000
40 YR. ESAL'S	=	18,688,000

INDEX OF SHEETS
SEE SHEET 2

INDEX OF STANDARDS
SEE SHEET 2

STATE OF VERMONT
AGENCY OF TRANSPORTATION



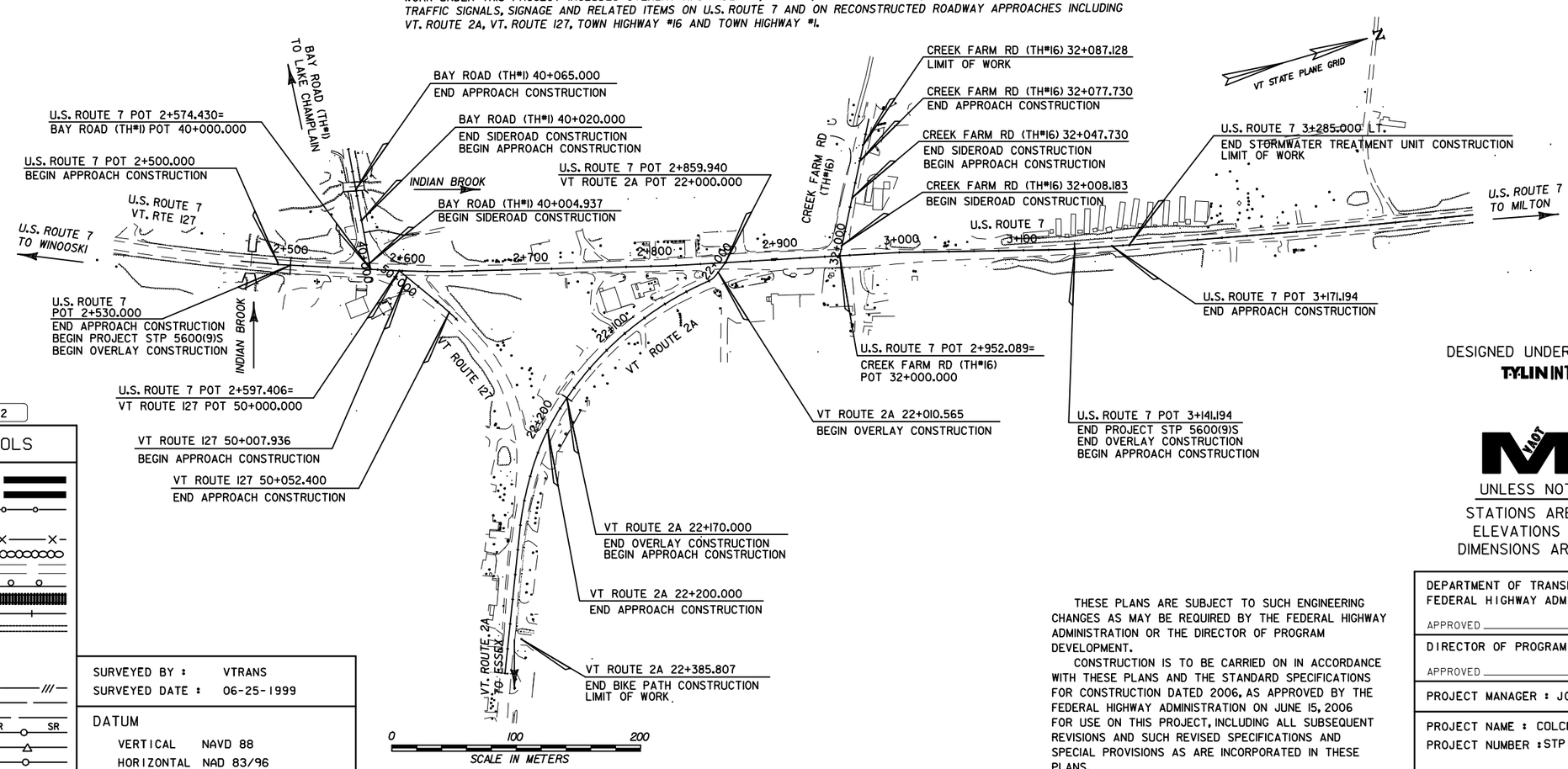
BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE DESIGN LIFE ESALS (20 YR)	4,246,830
DESIGN NUMBER OF GYRATIONS	75

PROPOSED IMPROVEMENT
TOWN OF COLCHESTER
COUNTY OF CHITTENDEN
US ROUTE 7 (URBAN PRINCIPAL ARTERIAL)

BEGINNING AT A POINT ON U.S. ROUTE 7 APPROXIMATELY 5.446 KM NORTHERLY OF THE WINOOSKI-COLCHESTER TOWN LINE, AND EXTENDING NORTHERLY ALONG U.S. ROUTE 7 FOR A DISTANCE OF 611.19 METERS.

LENGTH OF PROJECT 611.19 m = 0.611 KM

WORK UNDER THIS PROJECT INCLUDES OVERLAY AND WIDENING, GRADING, EROSION CONTROL, DRAINAGE, SUBBASE, PAVING, GUARDRAIL, TRAFFIC SIGNALS, SIGNAGE AND RELATED ITEMS ON U.S. ROUTE 7 AND ON RECONSTRUCTED ROADWAY APPROACHES INCLUDING VT. ROUTE 2A, VT. ROUTE 127, TOWN HIGHWAY #16 AND TOWN HIGHWAY #1.



QUALITY ASSURANCE PROGRAM: LEVEL 2

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
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
TOP OF CUT
TOE OF SLOPE

SURVEYED BY : VTRANS
SURVEYED DATE : 06-25-1999

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DESIGNED UNDER STP 5600(9)S BY
TYLIN INTERNATIONAL

VAOT Metric

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

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATOR
APPROVED _____ DATE _____

DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED _____ DATE _____

PROJECT MANAGER : JOSHUA SHULTZ

PROJECT NAME : COLCHESTER
PROJECT NUMBER : STP 5600(9) S

SHEET 1 OF 150 SHEETS

INDEX OF SHEETS

Metric

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6 - 8	QUANTITY SHEETS
9	SHEET NOT USED
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13	EARTHWORKS SHEET
14	DRAINAGE DETAIL SHEET
15 - 16	TIE SHEETS
17 - 24	CONSTRUCTION PLANS
25 - 33	PROFILES
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42 - 55	PIPE PROFILES
56 - 63	UTILITY PLANS
64	EPSC NARRATIVE
65 - 72	EPSC EXISTING CONDITIONS SITE PLAN
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81 - 88	EPSC FINAL CONDITION SITE PLAN
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93 - 95	TRAFFIC CONTROL - DETOUR PLANS
96 - 103	EXISTING SIGNING / TEMPORARY PAVEMENT MARKING PLANS
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112 - 119	SIGN SUMMARY SHEETS
120	SIGN DETAIL SHEET
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B-71	STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES	07/08/05
C-1	VERTICAL GRANITE CURB	01/03/00
C-2B	DRIVE ENTRANCES WITH VERTICAL GRANITE CURB	10/14/05
C-3A	SIDEWALK RAMPS	09/01/04
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D-4	UNDERDRAIN FLUSHING BASIN	08/13/07
D-15	PRECAST REINFORCED CONCRETE CATCH BASIN W/CAST IRON GRATE	06/01/94
D-16	PRECAST REINFORCED CONCRETE CATCH BASIN W/CAST IRON GRATE/CAST IRON GRATE, TYPE B	06/01/94
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E-102	CONSTRUCTION SIGN DETAILS	06/30/03
E-102A	CONSTRUCTION SIGN DETAILS	05/01/04
E-106	TRAFFIC CONTROL MISCELLANEOUS DETAILS	03/01/04
E-107A	BREAKAWAY BARRICADE DETAILS	08/08/95
E-108	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS	08/18/95
E-121	STANDARD SIGN PLACEMENT CONVENTIONAL ROAD	08/08/95
E-123	GUIDE SIGN PLACEMENT MISCELLANEOUS DETAILS	03/16/04
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E-136A	U.S. ROUTE MARKER SIGN DETAILS	08/08/95
E-136B	STATE ROUTE MARKER SIGN DETAILS	08/08/95
E-136C	STATE NUMBERED TOWN HIGHWAY SIGN DETAILS	08/08/95
E-138	REFERENCE PLAQUE DETAILS STATE AND TOWN HIGHWAYS	05/30/03
E-140	REGULATORY SIGN DETAILS	08/30/96
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E-143	REGULATORY SIGN DETAILS	06/15/04
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E-153	WARNING SIGN DETAILS	05/01/04
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E-162	TUBULAR ALUMINUM SIGN POST	05/20/99
E-163	TUBULAR STEEL SIGN POST	05/20/99
E-164	SQUARE STEEL SIGN POST	05/20/99
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G-1	STEEL BEAM GUARDRAIL WITH STEEL POSTS	01/03/00
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G-4	YIELDING MARKER POSTS	06/01/94
J-3	MAILBOX SUPPORT DETAIL (SINGLE AND MULTIPLE SUPPORT)	08/07/95

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd2061s01.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
INDEX OF SHEETS

PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 2 OF 150

TYPICAL SECTIONS
U.S. ROUTE 7

MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT	± 5 mm TOTAL DEPTH
SUBBASE	± 30 mm TOTAL DEPTH
SAND BORROW	± 30 mm TOTAL DEPTH

90 BITUMINOUS CONCRETE PAVEMENT (TYPE IIIS)
170 BITUMINOUS CONCRETE PAVEMENT (TYPE IIS)
610 SUBBASE OF DENSE GRADED CRUSHED STONE
300 SAND BORROW

GENERAL NOTES

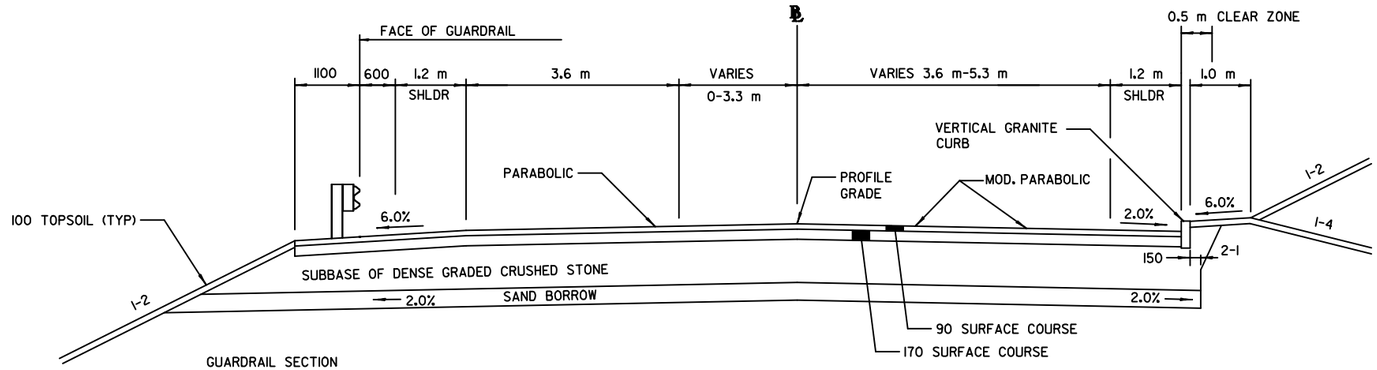
YIELDING MARKER POSTS: TO BE PLACED AS INDICATED OR AS DIRECTED BY THE RESIDENT ENGINEER.

SLOPE ROUNDING: ALL CUT SLOPES TO BE ROUNDED IN ACCORDANCE WITH STANDARD SHEET B-5M.

PAY LIMITS OF SAND BORROW: WHEN USED IN CONJUCTION WITH UNDERDRAIN - SEE STANDARD SHEET D-30.

TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT A MINIMUM RATE OF 0.12 L/SM (0.025 GAL/SY) BETWEEN EACH LIFT OF BITUMINOUS CONCRETE PAVEMENT OR AS SPECIFIED BY THE RESIDENT ENGINEER.

ALL MATERIALS AND CONSTRUCTION PRACTICES SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S 2006 STANDARD SPECIFICATIONS FOR CONSTRUCTION AND IT'S LATEST REVISIONS.

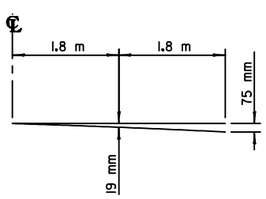


NOTES:

REMOVE EXISTING CONCRETE PAVEMENT WITHIN FULL DEPTH CONSTRUCTION LIMITS

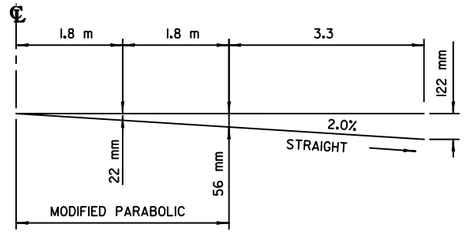
NORMAL SECTION

STA 2+577.600 TO STA 2+857.000



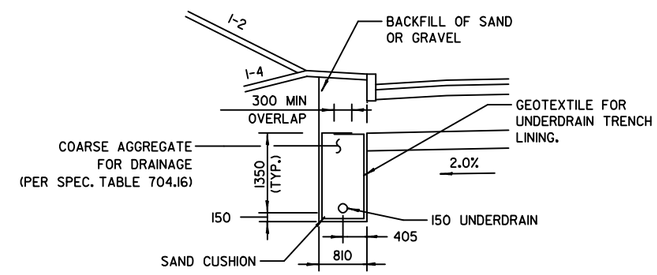
ONE 3.6 m LANE

PARABOLIC DETAIL

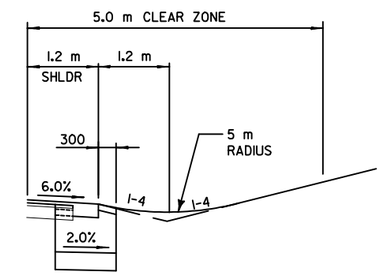


ONE 3.6 m LANE WITH 3.3 m CLIMBING LANE

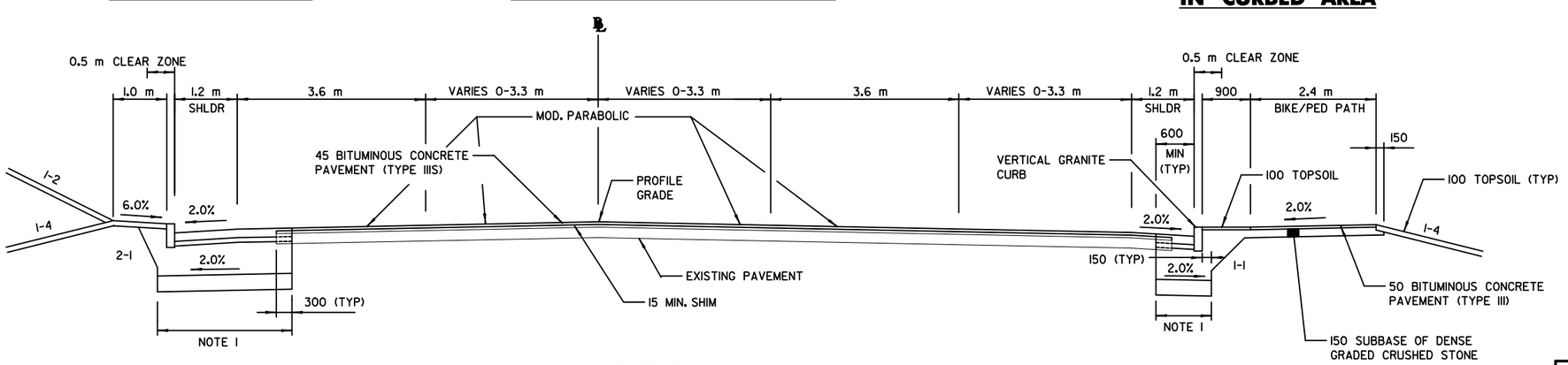
MODIFIED PARABOLIC DETAIL



UNDERDRAIN DETAIL IN CURBED AREA



STA 2+953.100 TO STA 3+155.000, RT
STA 3+125.000 TO STA 3+155.000, LT

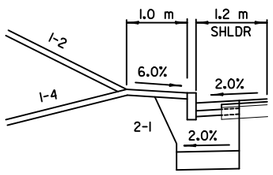


NORMAL SECTION

STA 2+530.000 TO STA 2+577.600
STA 2+857.000 TO STA 3+141.194

NOTE 1:
WHERE LESS THAN 1.2m OMIT SAND LAYER

BIKE/PED PATH SECTION
STA 2+860.000 TO STA 2+940.000



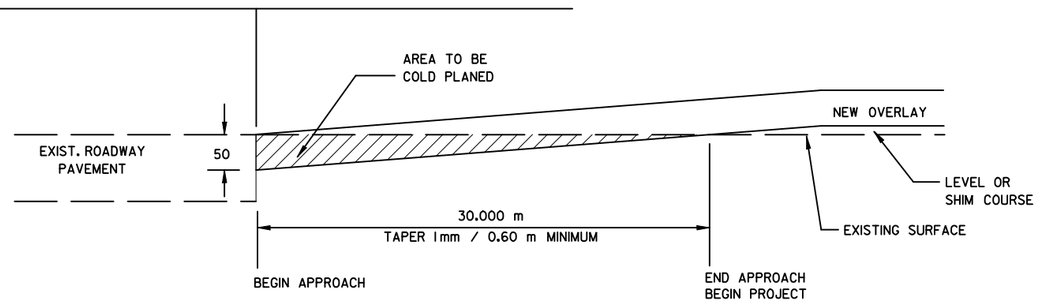
STA 2+645.000 TO STA 2+700.000, LT
CURB REVEAL NOT TO EXCEED 100 mm
WHERE INSTALLED ADJACENT TO GUARDRAIL

NOTE:
ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED

PROJECT NAME: Colchester	
PROJECT NUMBER: STP 5600(9)S	
FILE NAME: zd206typ01.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D BRYANT	DRAWN BY: T KELLEY
DESIGNED BY: D BRYANT	CHECKED BY: D Burhans
TYPICAL SECTIONS SHEET 1 OF 3	SHEET 3 OF 150

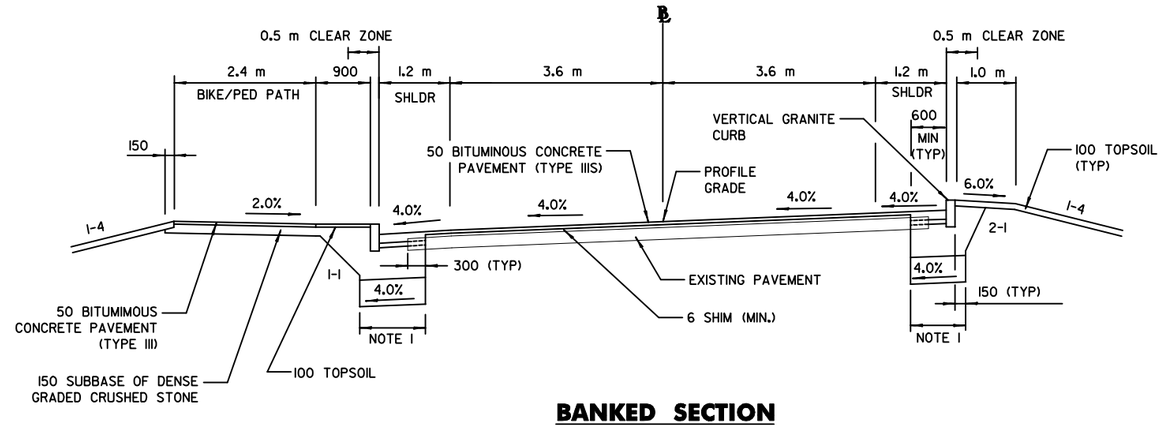
TYPICAL SECTIONS
SIDE ROADS

TRANS. FROM EXIST. TO OVERLAY. STA 2+500.000 (RTE 7)
STA 3+171.194 (RTE 7)
STA 22+200.000 (RTE 2A)
STA 32+077.730 (CREEK FARM RD (TH#1))



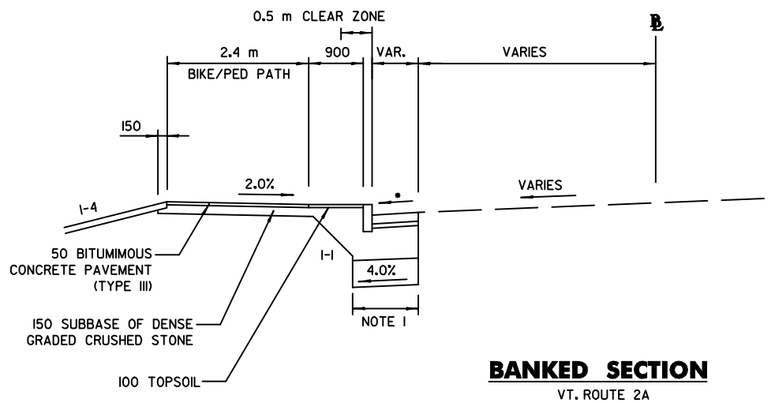
APPROACH AREA DETAIL

80 BITUMINOUS CONCRETE PAVEMENT (TYPE IIIS)
70 BITUMINOUS CONCRETE PAVEMENT (TYPE IIS)
75 BITUMINOUS CONCRETE PAVEMENT (TYPE IS)
550 SUBBASE OF DENSE GRADED CRUSHED STONE
450 SAND BORROW



BANKED SECTION

VT. ROUTE 2A AT ML STA 2+859.940
STA 22+010.565 TO STA 22+200.000

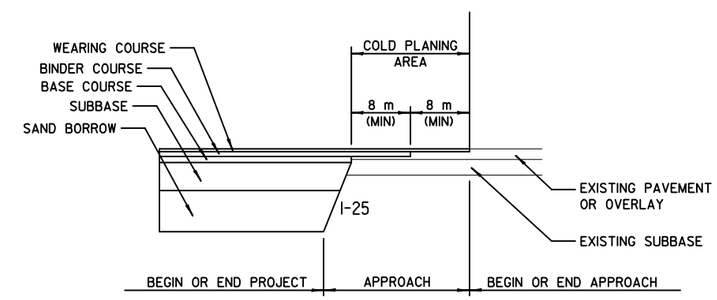


BANKED SECTION

VT. ROUTE 2A
STA 22+200.000 TO STA 22+385.807

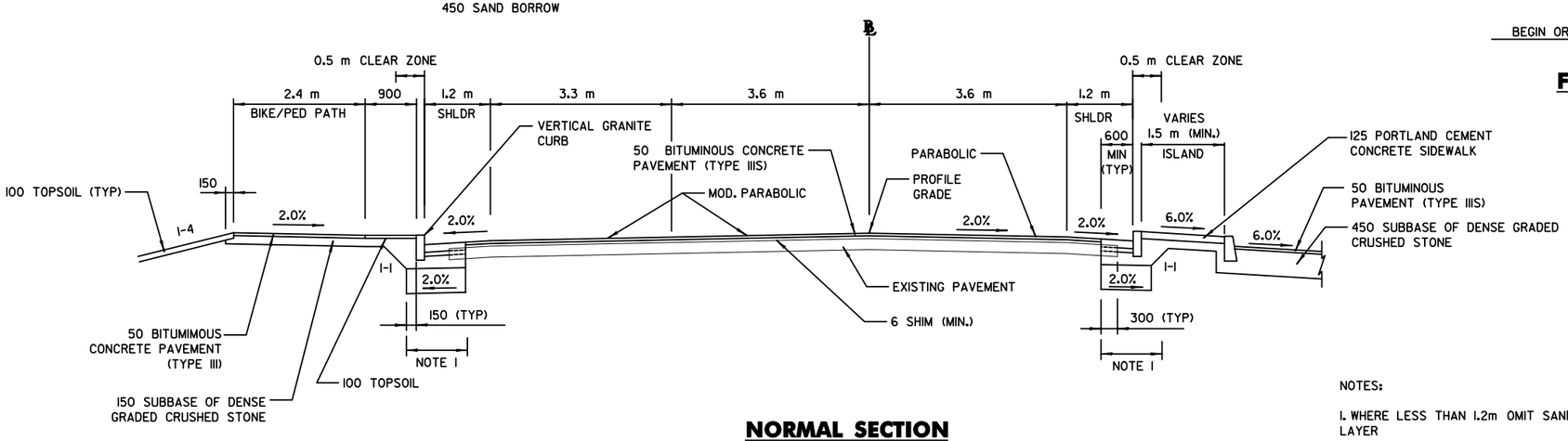
• MATCH EXISTING CROSS SLOPE

U.S. ROUTE 7 STA 2+577.600 (MATCH OVERLAY)
U.S. ROUTE 7 STA 2+857.000 (MATCH OVERLAY)
BAY ROAD (TH#1) STA 40+065.000 (MATCH EXISTING)
VT ROUTE 27 STA 50+052.400 (MATCH EXISTING)



FULL DEPTH TRANSITION DETAIL

80 BITUMINOUS CONCRETE PAVEMENT (TYPE IIIS)
60 BITUMINOUS CONCRETE PAVEMENT (TYPE IIS)
75 BITUMINOUS CONCRETE PAVEMENT (TYPE IS)
250 SUBBASE OF DENSE GRADED CRUSHED STONE
450 SAND BORROW



NORMAL SECTION

CREEK FARM RD (TH#16) AT ML STA 2+952.089
STA 32+008.358 TO STA 32+077.730

NOTES:

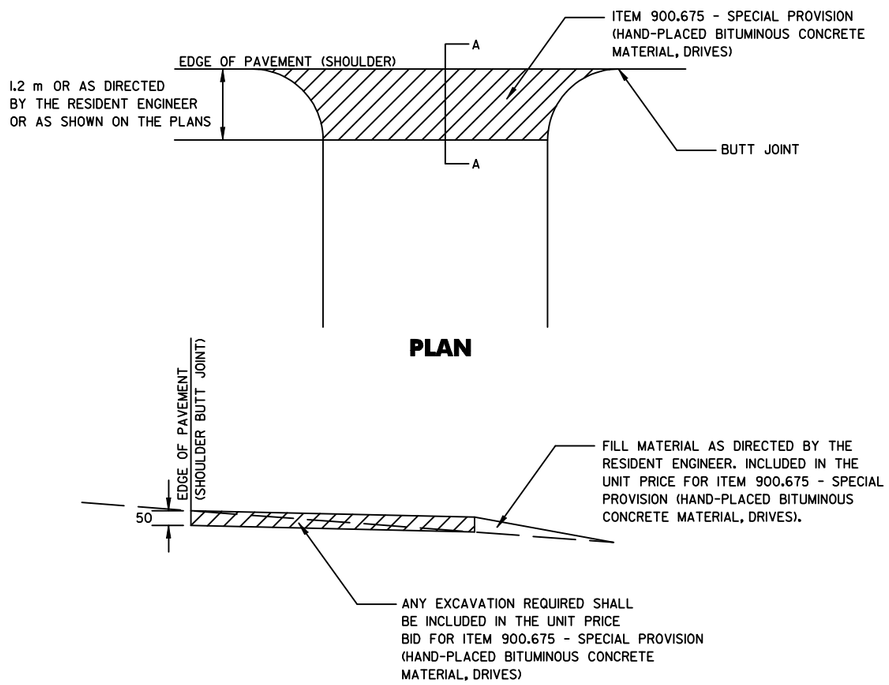
1. WHERE LESS THAN 1.2m OMIT SAND LAYER

2. STA 32+028.905 TO STA 32+077.730 SEE STD. B71M FOR DRIVE CONSTRUCTION

NOTE:
ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED

PROJECT NAME: Colchester	
PROJECT NUMBER: STP 5600(9)S	
FILE NAME: zd206ty01.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D BRYANT	DRAWN BY: T KELLEY
DESIGNED BY: D BRYANT	CHECKED BY: D Burhans
TYPICAL SECTIONS SHEET 2 OF 3	SHEET 4 OF 150

TYPICAL SECTIONS
SIDE ROADS



SECTION A–A

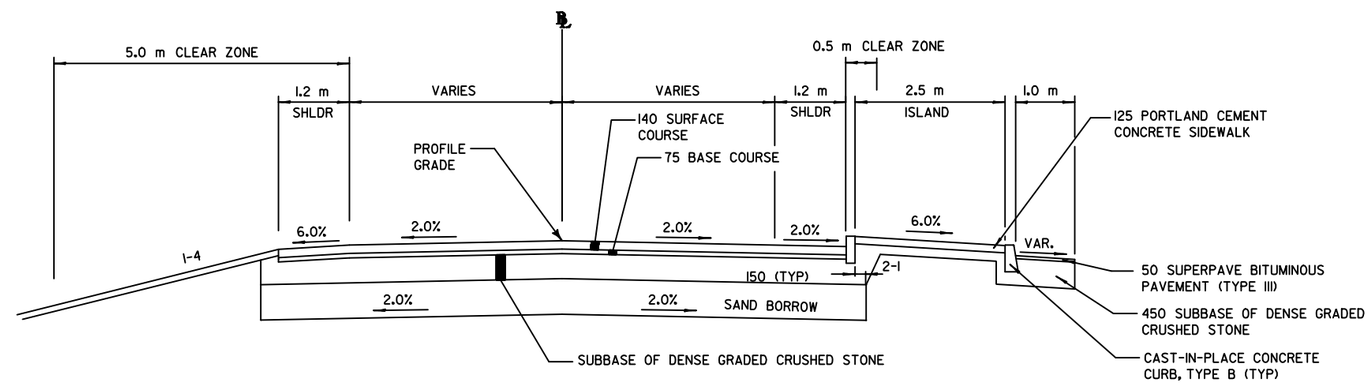
STATION		QUANTITY (SQUARE METER)
40+030.000	LT	2.13
40+031.096	RT	13.41
2+757.241	LT	9.48
2+766.892	RT	15.06
3+125.000	RT	15.07
3+263.119	LT	16.1
22+120.000	RT	9.87

DRIVE LOCATION SUMMARY

AREAS FOR ITEM 900.675 - SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)

ITEM 900.675 – SPECIAL PROVISION (HAND–PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)

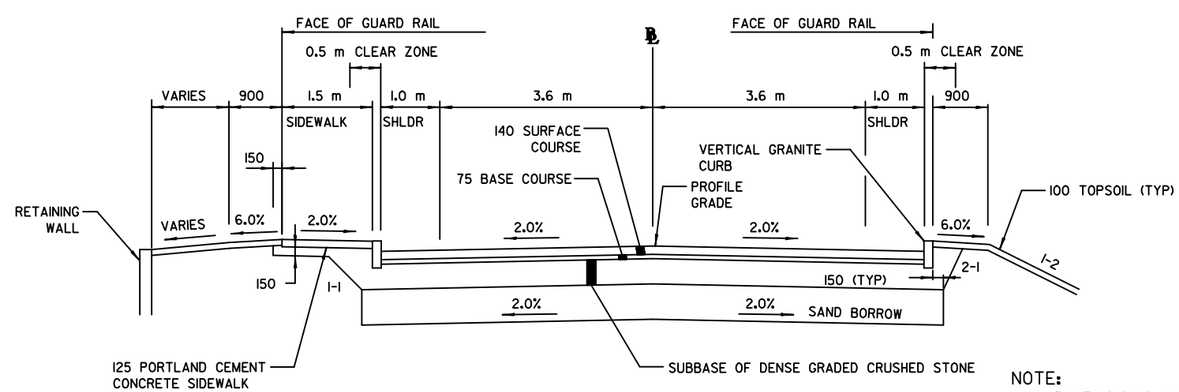
80 BITUMINOUS CONCRETE PAVEMENT (TYPE IIIS)
60 BITUMINOUS CONCRETE PAVEMENT (TYPE IIS)
75 BITUMINOUS CONCRETE PAVEMENT (TYPE IS)
425 SUBBASE OF DENSE GRADED CRUSHED STONE
600 SAND BORROW



NORMAL SECTION

VT. ROUTE 127 AT ML STA 2+597.406
STA 50+007.936 TO STA 50+052.400

80 BITUMINOUS CONCRETE PAVEMENT (TYPE IIIS)
60 BITUMINOUS CONCRETE PAVEMENT (TYPE IIS)
75 BITUMINOUS CONCRETE PAVEMENT (TYPE IS)
425 SUBBASE OF DENSE GRADED CRUSHED STONE
600 SAND BORROW

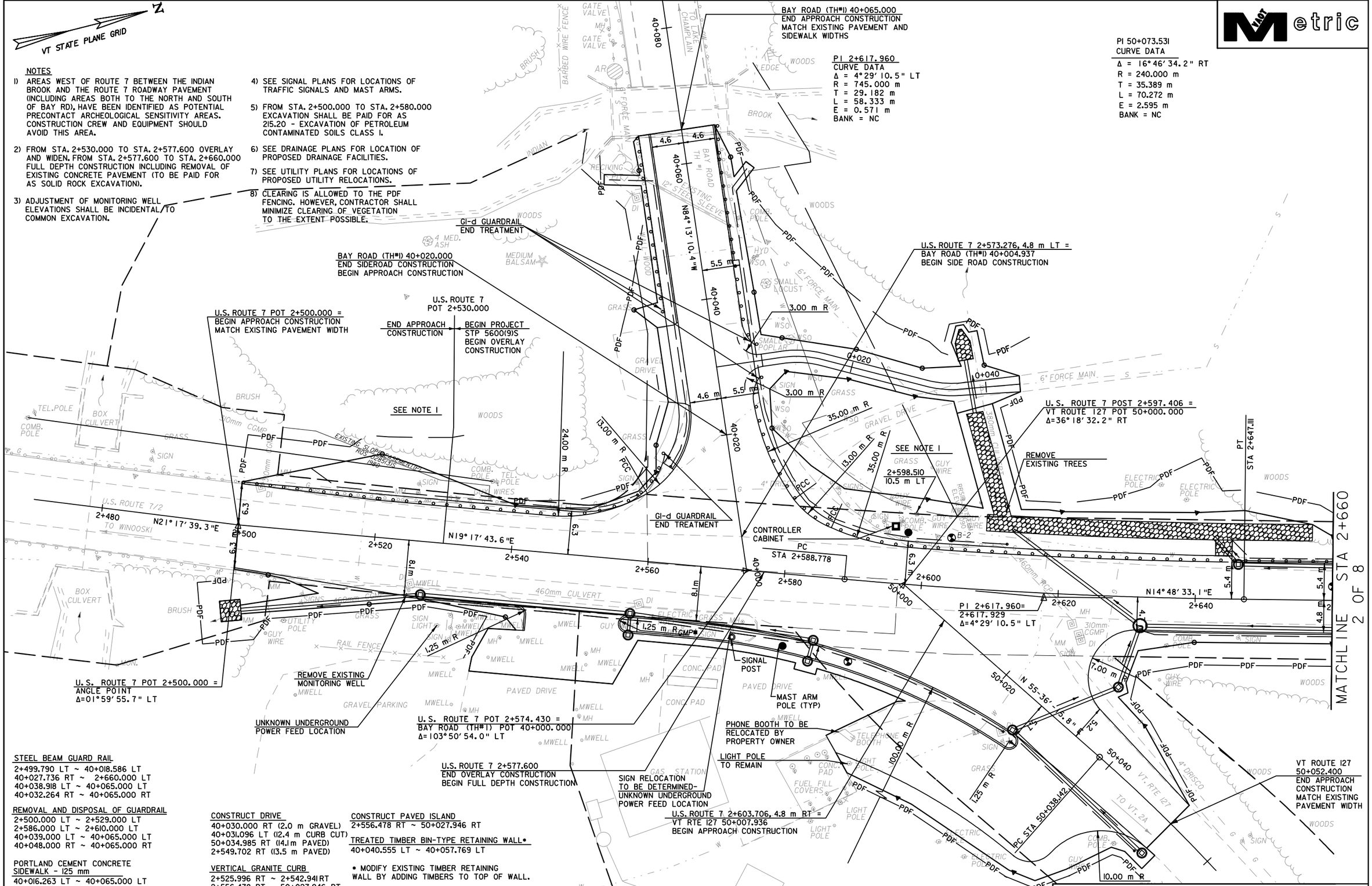


NORMAL SECTION

BAY ROAD(TH#1) AT ML STA 2+574.430
STA 40+004.937 TO STA 40+065.000

NOTE:
ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED

PROJECT NAME: Colchester	
PROJECT NUMBER: STP 5600(9)S	
FILE NAME: zd206typ01.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D BRYANT	DRAWN BY: T KELLEY
DESIGNED BY: D BRYANT	CHECKED BY: D Burhans
TYPICAL SECTIONS SHEET 3 OF 3	SHEET 5 OF 150



NOTES

1) AREAS WEST OF ROUTE 7 BETWEEN THE INDIAN BROOK AND THE ROUTE 7 ROADWAY PAVEMENT (INCLUDING AREAS BOTH TO THE NORTH AND SOUTH OF BAY RD), HAVE BEEN IDENTIFIED AS POTENTIAL PRECONTACT ARCHEOLOGICAL SENSITIVITY AREAS. CONSTRUCTION CREW AND EQUIPMENT SHOULD AVOID THIS AREA.

2) FROM STA. 2+530.000 TO STA. 2+577.600 OVERLAY AND WIDEN. FROM STA. 2+577.600 TO STA. 2+660.000 FULL DEPTH CONSTRUCTION INCLUDING REMOVAL OF EXISTING CONCRETE PAVEMENT (TO BE PAID FOR AS SOLID ROCK EXCAVATION).

3) ADJUSTMENT OF MONITORING WELL ELEVATIONS SHALL BE INCIDENTAL TO COMMON EXCAVATION.

4) SEE SIGNAL PLANS FOR LOCATIONS OF TRAFFIC SIGNALS AND MAST ARMS.

5) FROM STA. 2+500.000 TO STA. 2+580.000 EXCAVATION SHALL BE PAID FOR AS 215.20 - EXCAVATION OF PETROLEUM CONTAMINATED SOILS CLASS I.

6) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.

7) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.

8) CLEARING IS ALLOWED TO THE PDF FENCING. HOWEVER, CONTRACTOR SHALL MINIMIZE CLEARING OF VEGETATION TO THE EXTENT POSSIBLE.

STEEL BEAM GUARD RAIL
2+499.790 LT ~ 40+018.586 LT
40+027.736 RT ~ 2+660.000 LT
40+038.918 LT ~ 40+065.000 LT
40+032.264 RT ~ 40+065.000 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
2+500.000 LT ~ 2+529.000 LT
2+586.000 LT ~ 2+610.000 LT
40+039.000 LT ~ 40+065.000 LT
40+048.000 RT ~ 40+065.000 RT

PORTLAND CEMENT CONCRETE SIDEWALK - 125 mm
40+016.263 LT ~ 40+065.000 LT

CONSTRUCT DRIVE
40+030.000 RT (2.0 m GRAVEL)
40+031.096 LT (12.4 m CURB CUT)
50+034.985 RT (14.1m PAVED)
2+549.702 RT (13.5 m PAVED)

VERTICAL GRANITE CURB
2+525.996 RT ~ 2+542.941RT
2+556.478 RT ~ 50+027.946 RT
2+556.478 RT ~ 50+027.946 RT
2+631.765 RT ~ 2+660.000 RT
2+645.288 LT ~ 2+660.000 LT
40+016.112 LT ~ 40+024.912 LT
40+037.284 LT ~ 40+065.000 LT
40+045.000 RT ~ 40+065.000 RT

CONSTRUCT PAVED ISLAND
2+556.478 RT ~ 50+027.946 RT

TREATED TIMBER BIN-TYPE RETAINING WALL*
40+040.555 LT ~ 40+057.769 LT

* MODIFY EXISTING TIMBER RETAINING WALL BY ADDING TIMBERS TO TOP OF WALL.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
CONSTRUCTION PLAN SHEET 1 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 17 OF 150

VT STATE PLANE GRID

N

Metric

CONSTRUCT DRIVE

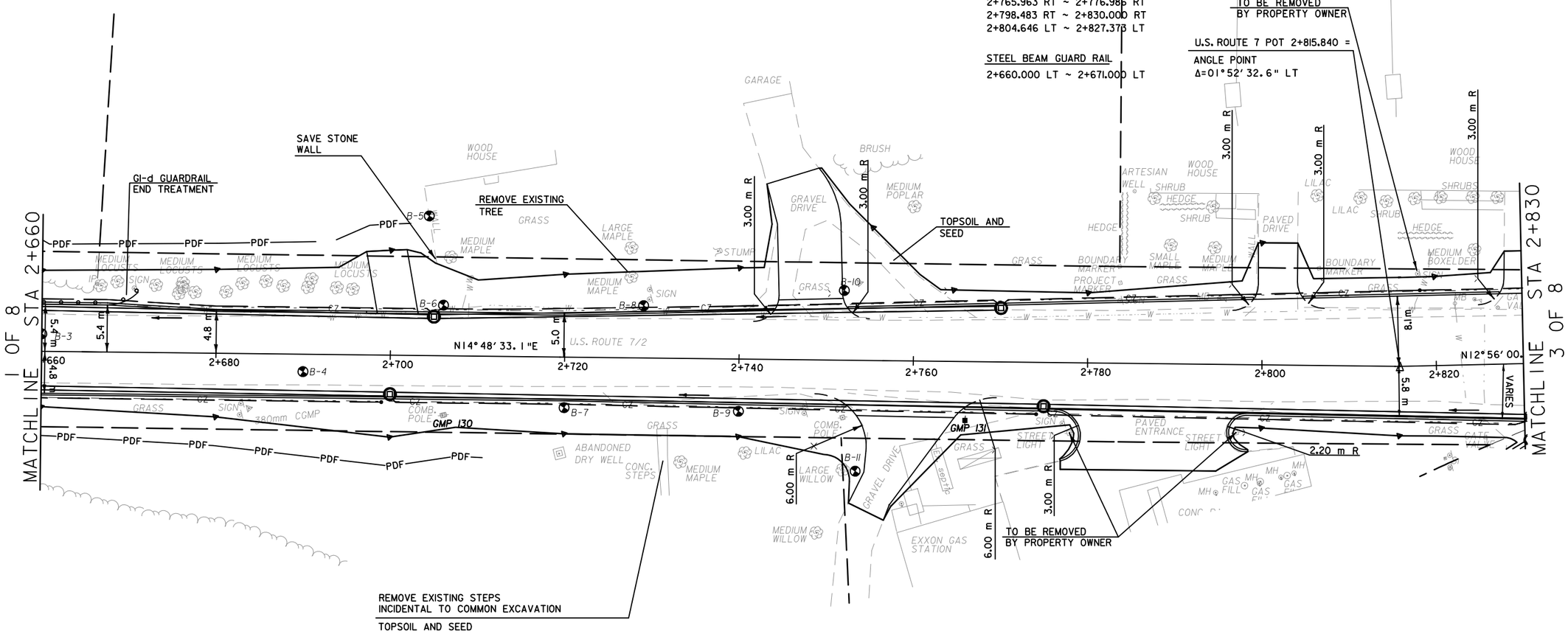
2+700.806 LT (4.6 m FIELD DRIVE - GRASS)
2+748.423 LT (7.3 m GRAVEL)
2+766.892 RT (4.3 m GRAVEL)
2+787.649 RT (16.8 m PAVED)
2+801.732 LT (4.5 m PAVED)

VERTICAL GRANITE CURB

2+660.000 RT ~ 2+752.345 RT
2+660.000 LT ~ 2+697.225 LT
2+697.225 LT ~ 2+698.425 LT (TRANSITION 7" TO 3" REVEAL)
2+698.425 LT ~ 2+703.144 LT (3" REVEAL)
2+703.144 LT ~ 2+704.344 LT(TRANSITION 3" TO 7" REVEAL)
2+704.344 LT ~ 2+752.976 LT
2+761.517 LT ~ 2+798.943 LT
2+765.963 RT ~ 2+776.986 RT
2+798.483 RT ~ 2+830.000 RT
2+804.646 LT ~ 2+827.373 LT

STEEL BEAM GUARD RAIL

2+660.000 LT ~ 2+671.000 LT



NOTES

1) FROM STA. 2+660.000 TO STA. 2+830.000 USE FULL DEPTH CONSTRUCTION. REMOVAL OF EXISTING CONCRETE PAVEMENT AND BITUMINOUS CONCRETE PAVEMENT ON TOP OF IT SHALL BE PAID FOR AS SOLID ROCK EXCAVATION. THE REMOVAL OF THE BITUMINOUS CONCRETE BEYOND THE CONCRETE PAVEMENT SHALL BE PAID FOR AS COMMON EXCAVATION.

2) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.

3) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.

4) CLEARING IS ALLOWED TO THE PDF FENCING. HOWEVER, CONTRACTOR SHALL MINIMIZE CLEARING OF VEGETATION TO THE EXTENT POSSIBLE.

0 10 20
SCALE IN METERS

DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd2068DR.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
CONSTRUCTION PLAN SHEET 2 OF 8	SHEET 18 OF 150

VT STATE PLANE GRID

VERTICAL GRANITE CURB
2+830.000 RT ~ 22+040.000 RT
2+837.392 LT ~ 2+858.767 LT
2+860.513 RT ~ 2+898.071RT
2+878.370 LT ~ 2+942.164 LT
2+898.153 RT ~ 2+897.908 RT
2+908.180 RT ~ 2+940.333 RT
2+908.257 RT ~ 2+918.418 RT
2+926.201RT ~ 2+939.030 RT
2+942.733 RT ~ 2+961.008 RT
2+967.853 RT ~ 2+984.000 RT
32+032.032 RT ~ 3+000.000 LT
32+032.032 RT ~ 2+990.217 LT
22+009.221LT ~ 22+022.251LT
22+033.685 LT ~ 22+040.000 LT
32+008.931LT ~ 32+040.000 LT

REMOVAL OF EXISTING FENCE
2+884.000 LT ~ 2+887.000 LT
2+940.000 LT ~ 2+943.000 LT

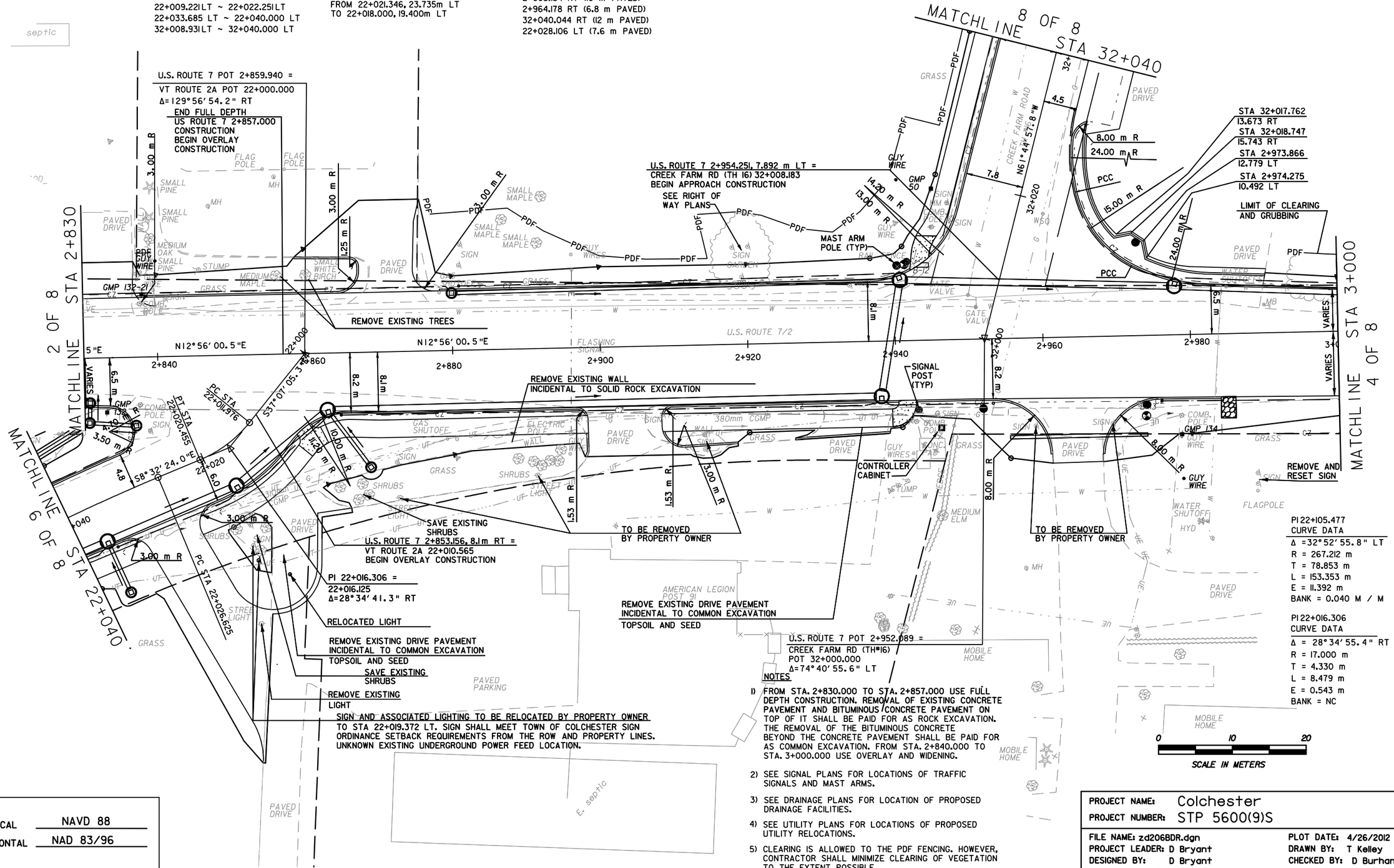
CONSTRUCT PAVED ISLAND
32+032.032 RT ~ 2+990.217 LT

CONSTRUCT BIKE/PED PATH
22+040.000 LT ~ 2+939.426 LT
32+011.311LT ~ 32+040.000 LT

REMOVING AND RESETTING LIGHT POLE
FROM 22+021.346, 23.735m LT
TO 22+018.000, 19.400m LT

CONSTRUCT SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE (SEE STD C-3A, C-3B)
22+008.030 LT, RAMP TYPE 2
2+941.539 RT, RAMP TYPE 1
2+943.520 LT, RAMP TYPE 1

CONSTRUCT DRIVE
2+832.386 LT (8.8 m PAVED)
2+871.121LT (7.3 m PAVED)
2+903.134 RT (10 m PAVED)
2+964.178 RT (6.8 m PAVED)
32+040.044 RT (12 m PAVED)
22+028.106 LT (7.6 m PAVED)



NOTES

1) FROM STA. 2+830.000 TO STA. 2+857.000 USE FULL DEPTH CONSTRUCTION. REMOVAL OF EXISTING CONCRETE PAVEMENT AND BITUMINOUS/CONCRETE PAVEMENT ON TOP OF IT SHALL BE PAID FOR AS ROCK EXCAVATION. THE REMOVAL OF THE BITUMINOUS CONCRETE BEYOND THE CONCRETE PAVEMENT SHALL BE PAID FOR AS COMMON EXCAVATION. FROM STA. 2+840.000 TO STA. 3+000.000 USE OVERLAY AND WIDENING.

2) SEE SIGNAL PLANS FOR LOCATIONS OF TRAFFIC SIGNALS AND MAST ARMS.

3) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.

4) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.

5) CLEARING IS ALLOWED TO THE PDF FENCING. HOWEVER, CONTRACTOR SHALL MINIMIZE CLEARING OF VEGETATION TO THE EXTENT POSSIBLE.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

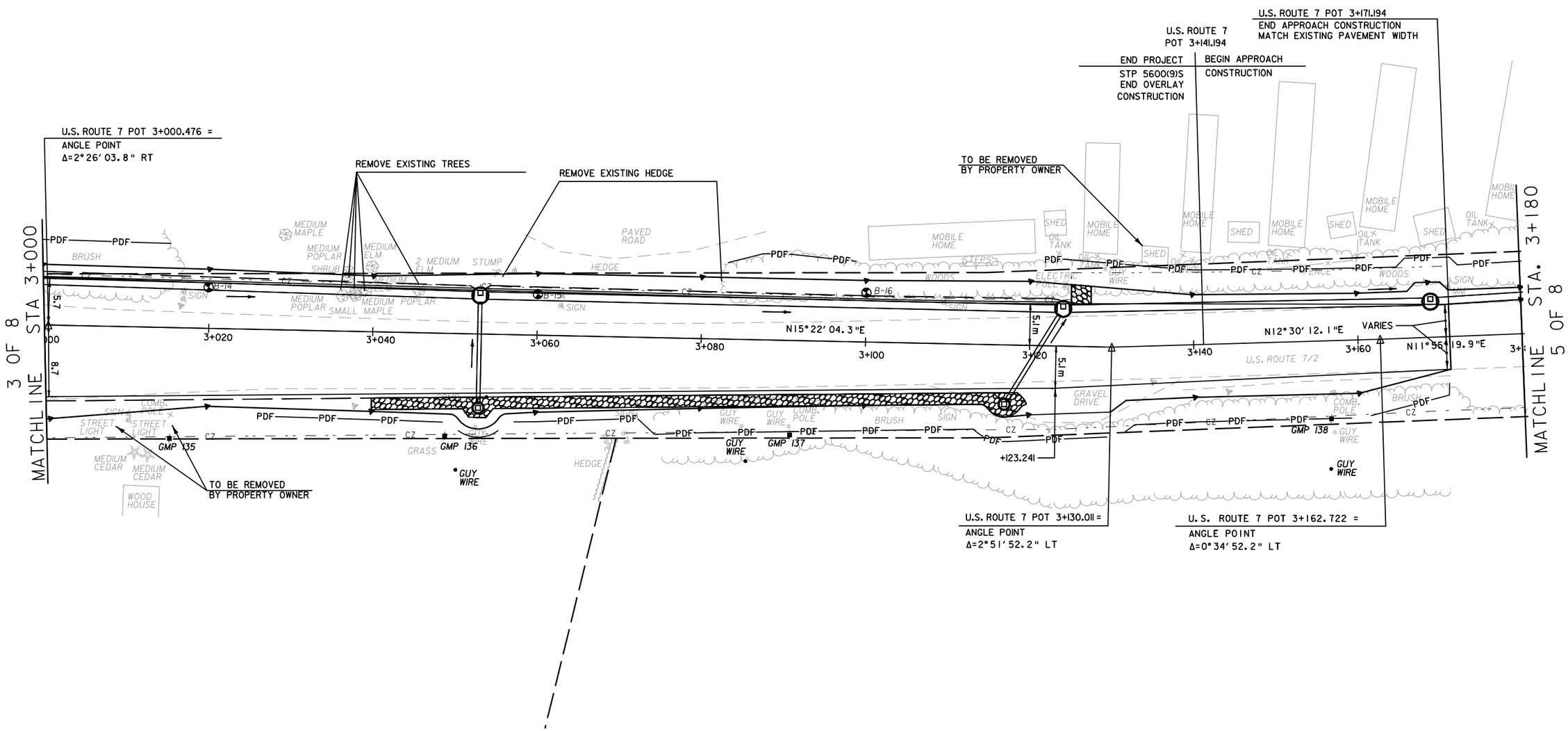
PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
CONSTRUCTION PLAN SHEET 3 OF 8

PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 19 OF 150

VT STATE PLANE GRID

VERTICAL GRANITE CURB
3+000.000 LT ~ 3+125.000 LT



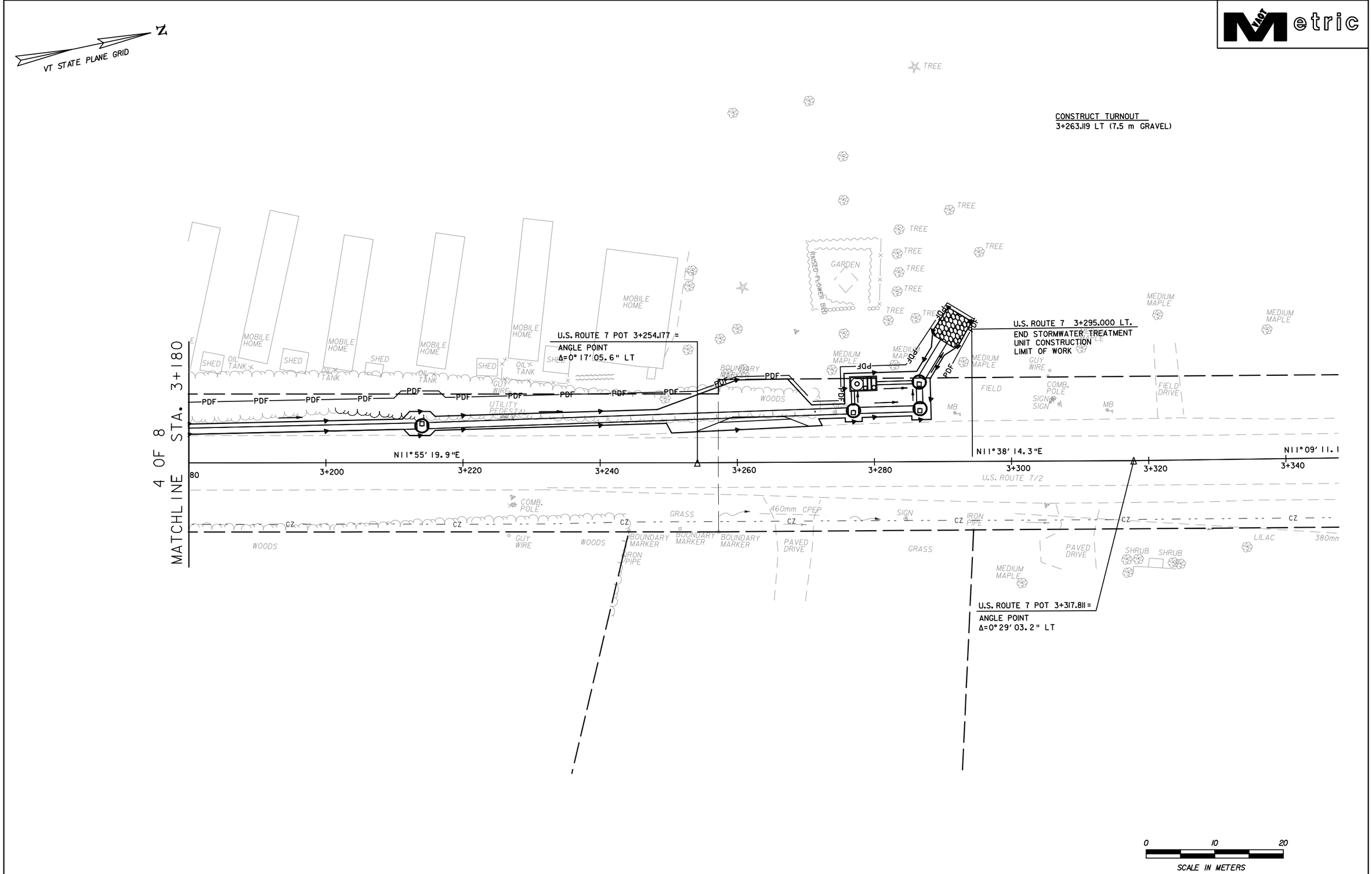
DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

NOTES

1) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.
2) CLEARING IS ALLOWED TO THE PDF FENCING. HOWEVER, CONTRACTOR SHALL MINIMIZE CLEARING OF VEGETATION TO THE EXTENT POSSIBLE.

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
CONSTRUCTION PLAN SHEET 4 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 20 OF 150



DATUM

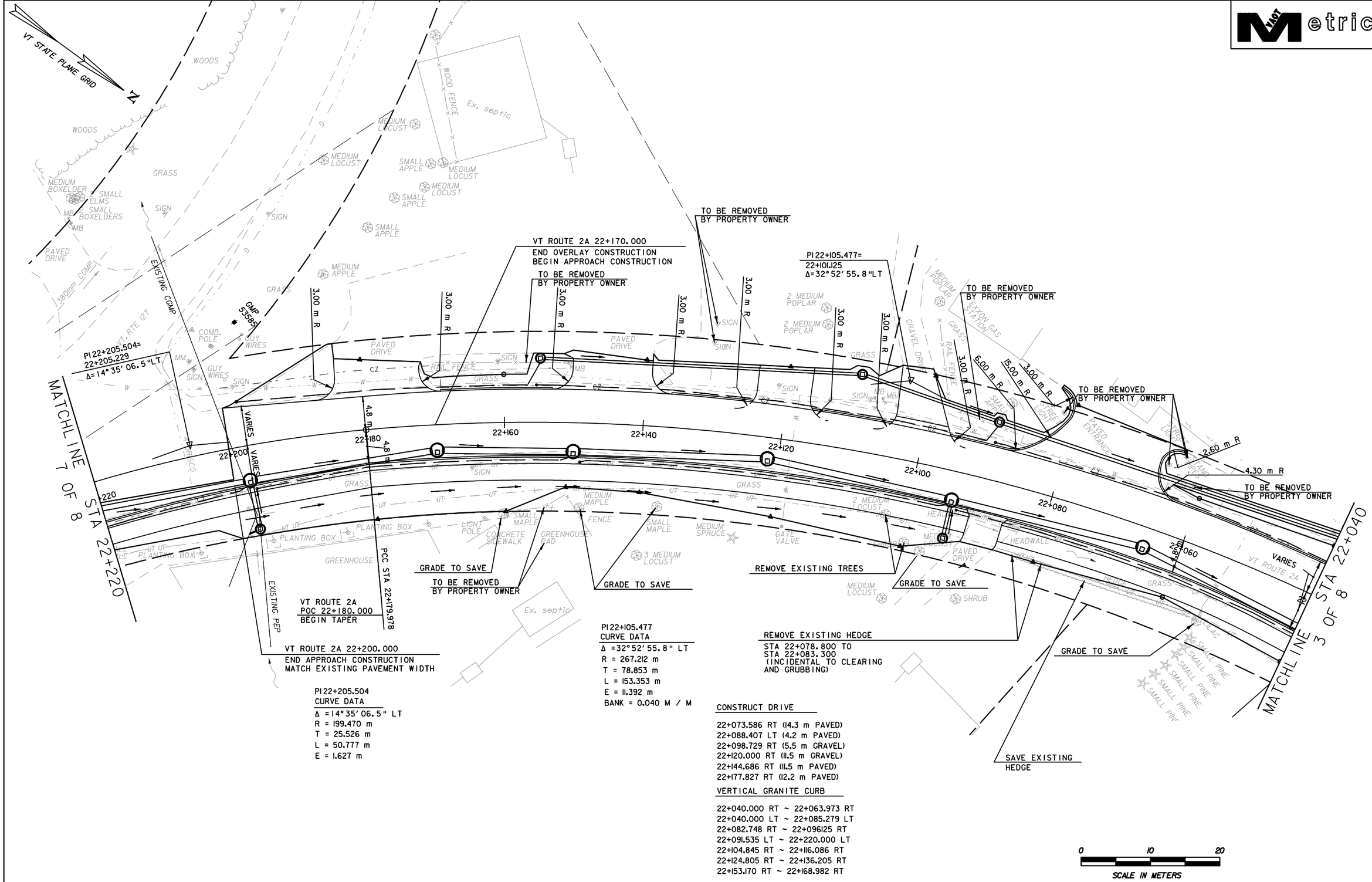
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

NOTES

1) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.

2) CLEARING IS ALLOWED TO THE PDF FENCING. HOWEVER, CONTRACTOR SHALL MINIMIZE CLEARING OF VEGETATION TO THE EXTENT POSSIBLE.

PROJECT NAME: Colchester	
PROJECT NUMBER: STP 5600(9)S	
FILE NAME: zd206BDR.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
CONSTRUCTION PLAN SHEET 5 OF 8	SHEET 21 OF 150



DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

NOTES

1) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.

2) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
CONSTRUCTION PLAN SHEET 6 OF 8	SHEET 22 OF 150

VT STATE PLANE GRID

N

MATCHLINE 6 OF 8 STA 22+220

PI 22+258.269 =
22+258.073
Δ=11°49' 25.0"LT

22+240

22+260

22+280

22+300

22+320

22+340

22+360

22+380

22+400

S67°49' 51.3"E

PCC STA 22+230.755

PT STA 22+285.588

TO BE REMOVED
BY PROPERTY OWNER

TO BE REMOVED
BY PROPERTY OWNER

TO BE REMOVED
BY PROPERTY OWNER

PI 22+258.269
CURVE DATA
Δ =11°49' 25.0" LT
R = 265.717 m
T = 27.515 m
L = 54.834 m
E = 1.421 m

PI 22+205.504
CURVE DATA
Δ =14°35' 06.5" LT
R = 199.470 m
T = 25.526 m
L = 50.777 m
E = 1.627 m

VT ROUTE 2A

VT ROUTE 2A 22+385.807
END BIKE PATH CONSTRUCTION
LIMIT OF WORK

VERTICAL GRANITE CURB

22+220.000 LT ~ 22+228.731 LT
22+234.184 LT ~ 22+278.843 LT
22+292.562 LT ~ 22+341.007 LT

CONSTRUCT BIKE/PED PATH
22+220.000 LT ~ 22+385.344 LT

CONSTRUCT DRIVE

22+230.500 LT (4.0 m PAVED)
22+286.000 LT (12.2 m PAVED)
22+352.321 LT (20.7 m PAVED)
22+371.398 LT (8.7 m PAVED)

0 10 20
SCALE IN METERS

NOTES

1) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.

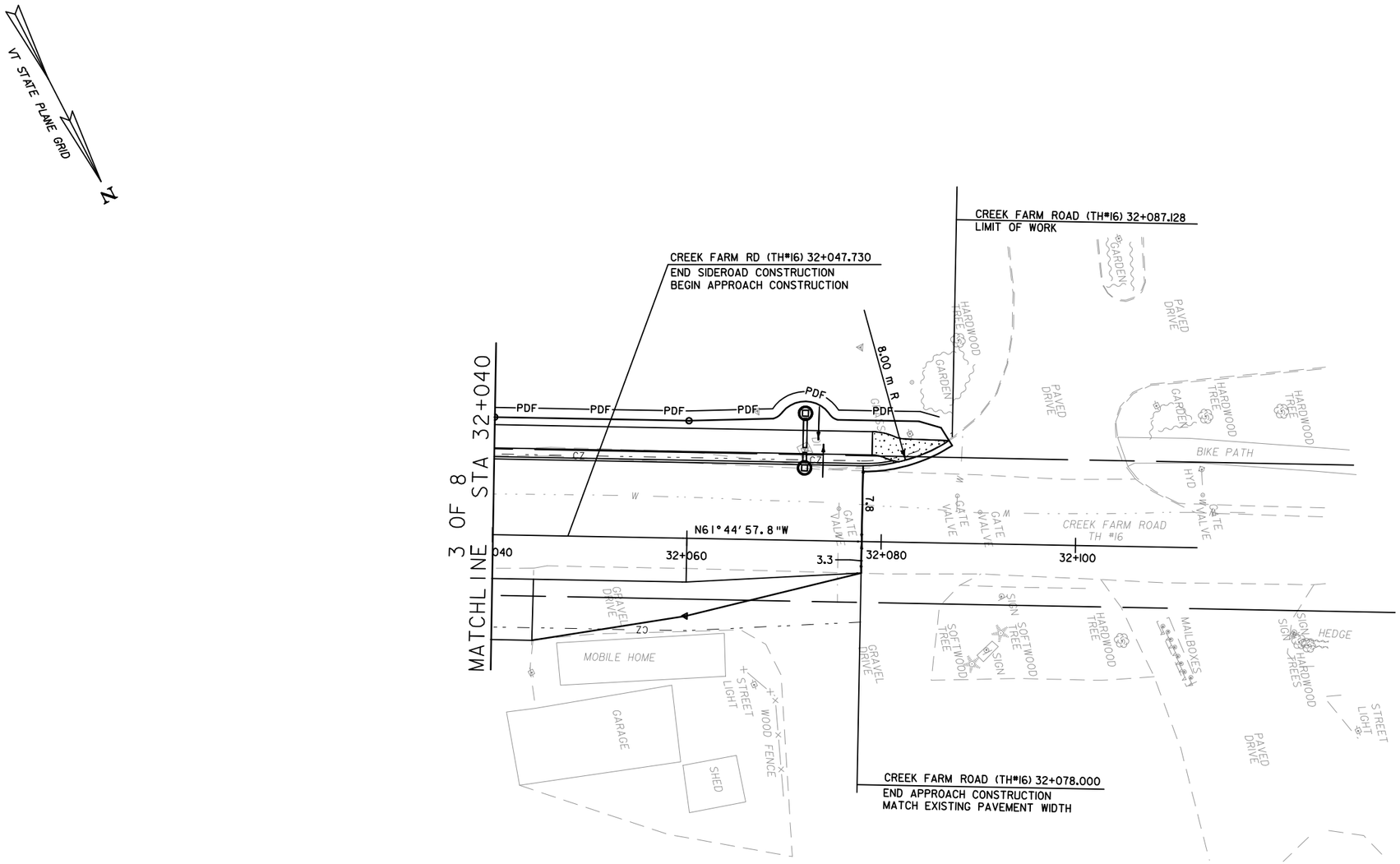
2) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
CONSTRUCTION PLAN SHEET 7 OF 8

PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 23 OF 150



CONSTRUCT SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE (SEE STD C-3A, C-3B)

32+084.344, RAMP TYPE I

VERTICAL GRANITE CURB

32+040.000 LT ~ 32+081.146 LT

CONSTRUCT BIKE/PED PATH

32+040.000 LT ~ 32+086.792 LT

0 10 20

SCALE IN METERS

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83/96

NOTES

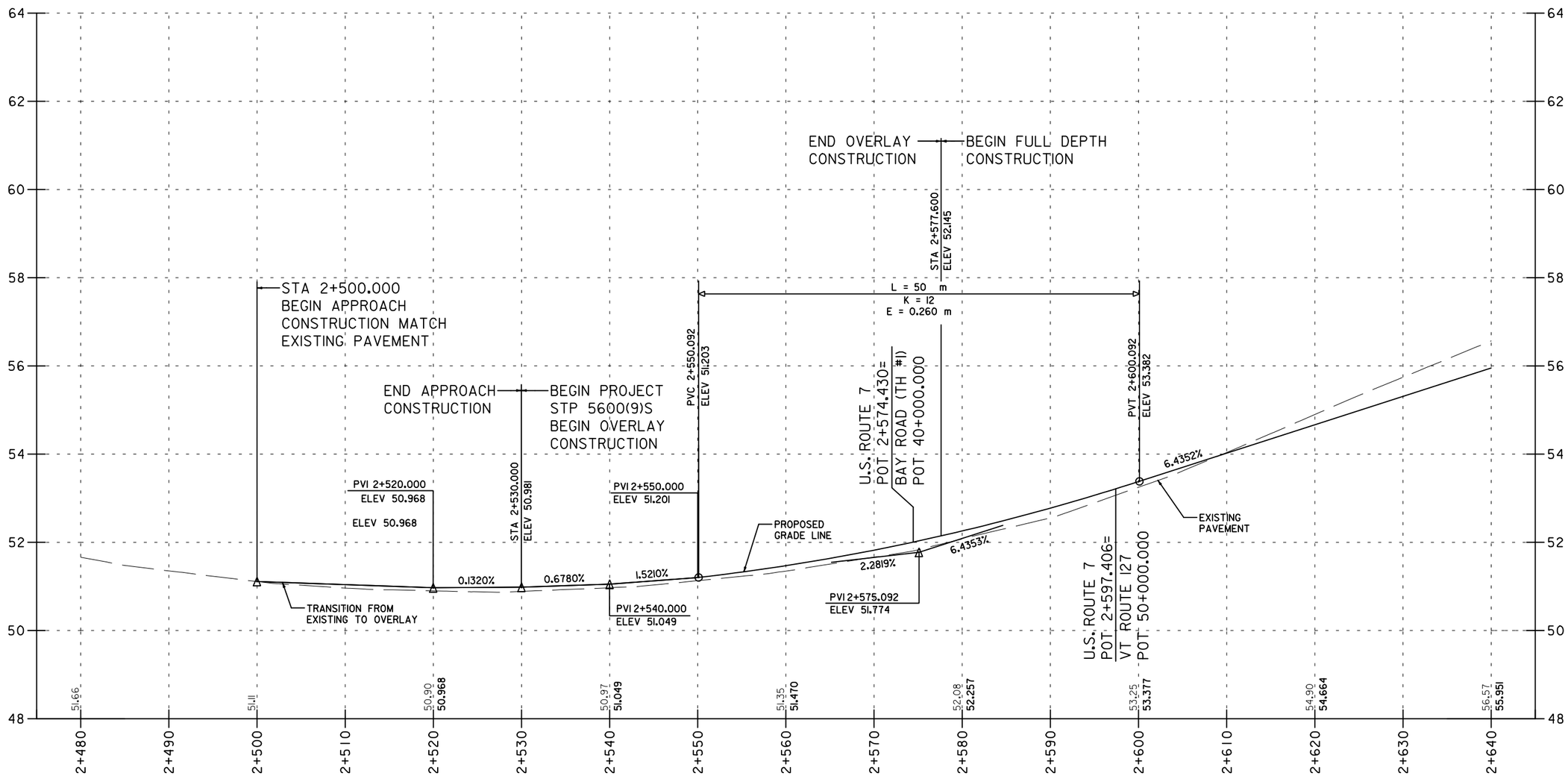
1) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.

2) CLEARING IS ALLOWED TO THE PDF FENCING. HOWEVER, CONTRACTOR SHALL MINIMIZE CLEARING OF VEGETATION TO THE EXTENT POSSIBLE.

PROJECT NAME: Colchester

PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
CONSTRUCTION PLAN SHEET 8 OF 8	SHEET 24 OF 150



DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE EXISTING GROUND ALONG CENTERLINE. GRADES SHOWN TO THE NEAREST THOUSANDTH ARE FINISHED GRADE ALONG CENTERLINE.

0 10 20

2 1 0

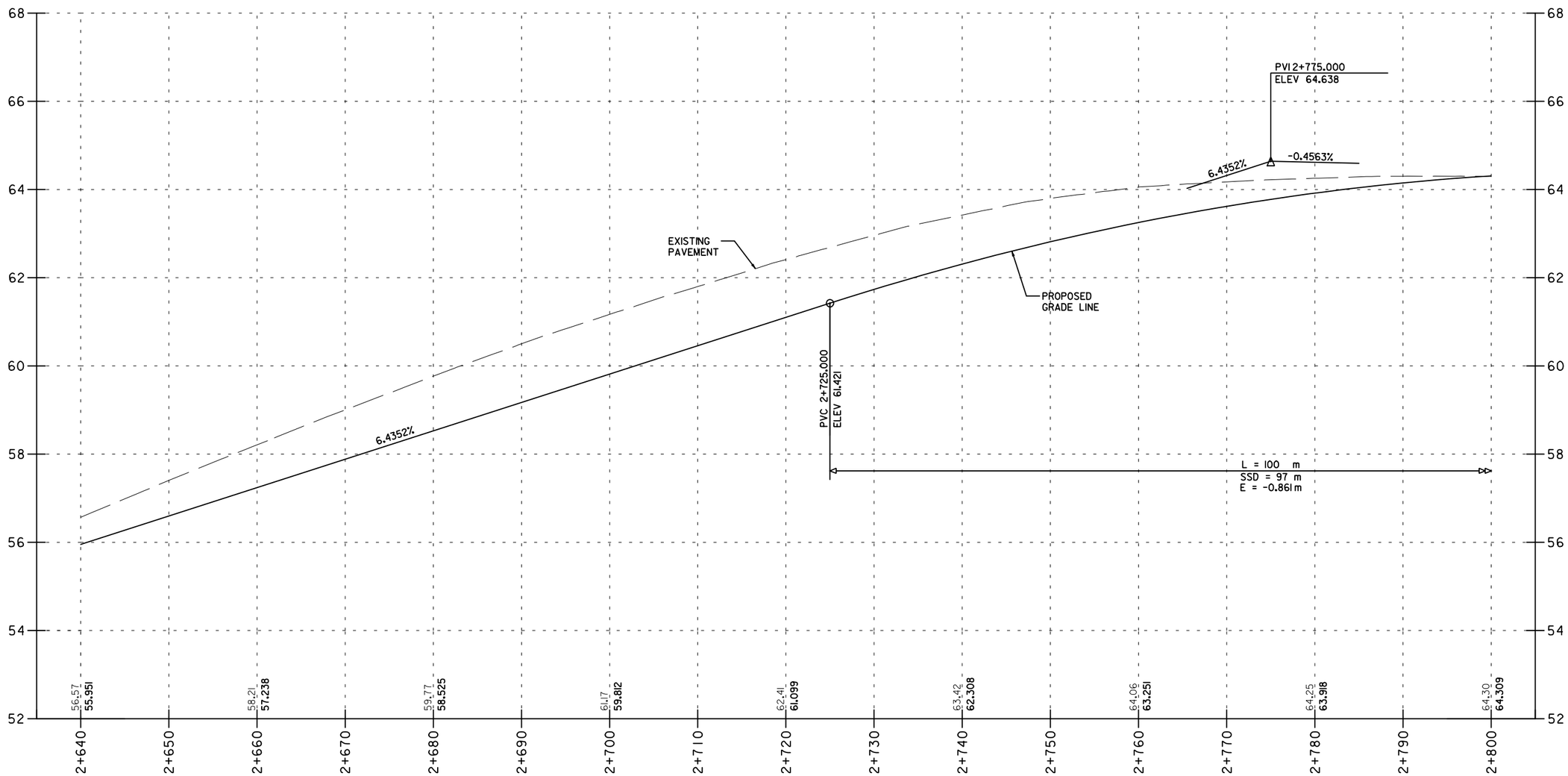
HORIZONTAL SCALE = 1:250
VERTICAL SCALE = 1:50

U.S. ROUTE 7

PROJECT NAME:	Colchester
PROJECT NUMBER:	STP 5600(9)S

FILE NAME: zd206pr01.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
PROFILE SHEET 1 OF 9	SHEET 25 OF 150

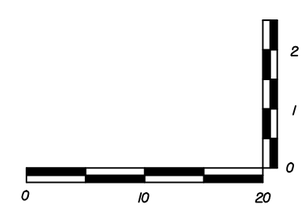
Metric



DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

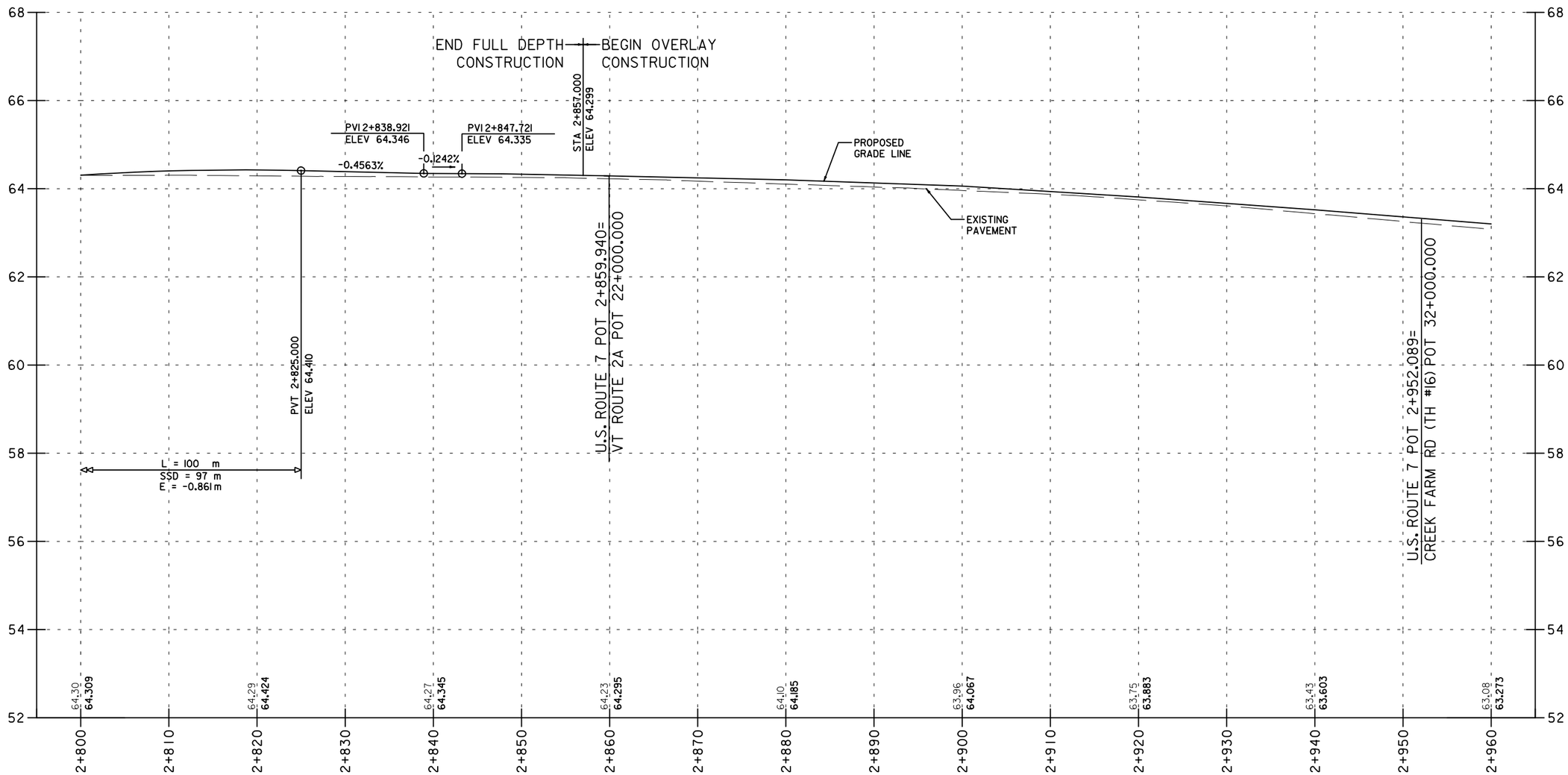
GRADES SHOWN TO THE NEAREST HUNDREDTH ARE EXISTING GROUND ALONG CENTERLINE. GRADES SHOWN TO THE NEAREST THOUSANDTH ARE FINISHED GRADE ALONG CENTERLINE.



HORIZONTAL SCALE = 1:250
VERTICAL SCALE = 1:50

U.S. ROUTE 7

PROJECT NAME: Colchester	
PROJECT NUMBER: STP 5600(9)S	
FILE NAME: zd206pr01.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
PROFILE SHEET 2 OF 9	SHEET 26 OF 150



DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE EXISTING GROUND ALONG CENTERLINE. GRADES SHOWN TO THE NEAREST THOUSANDTH ARE FINISHED GRADE ALONG CENTERLINE.

0 10 20
2 1 0

HORIZONTAL SCALE = 1:250
VERTICAL SCALE = 1:50

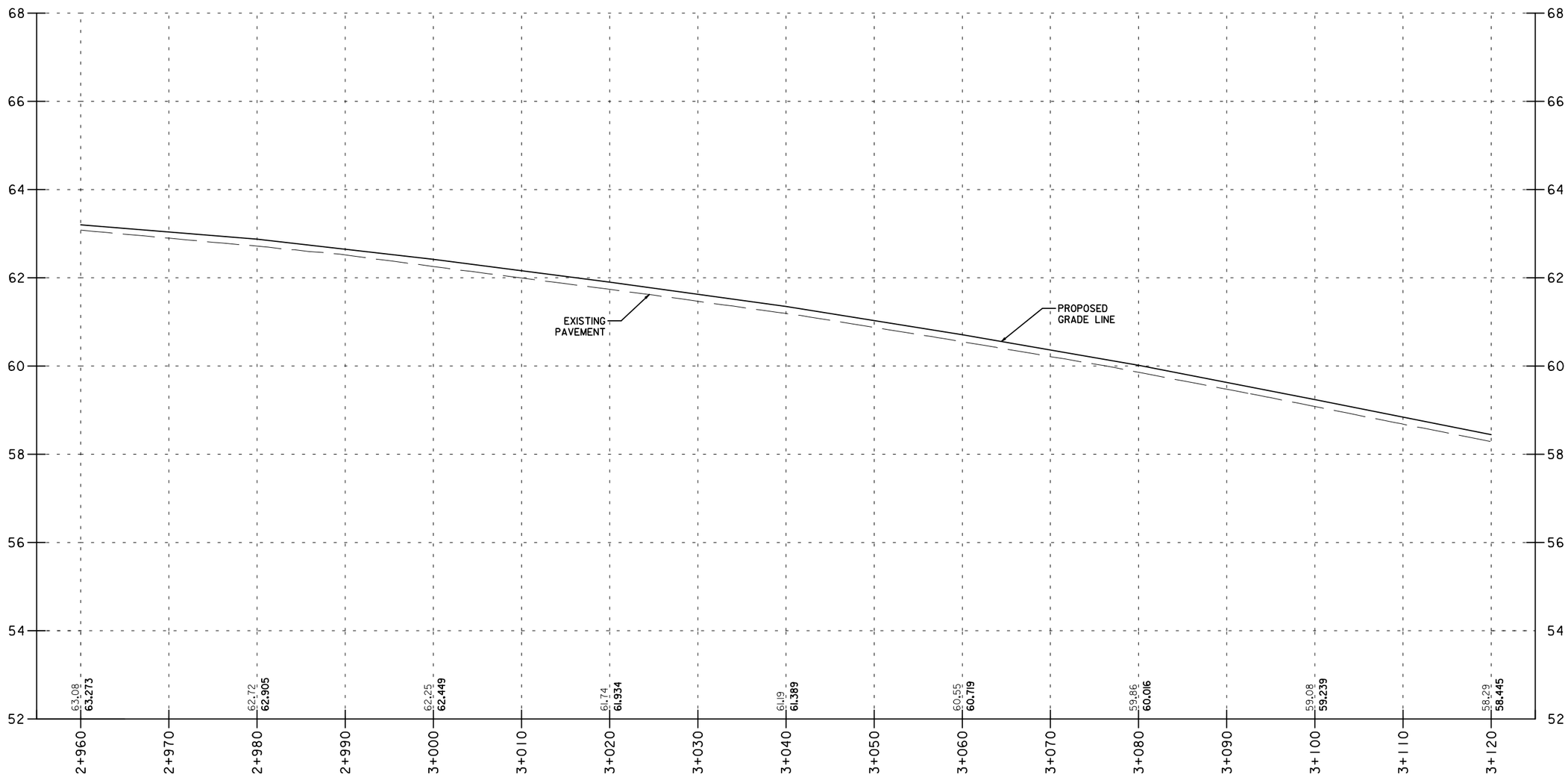
U.S. ROUTE 7

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206pr01.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
PROFILE SHEET 3 OF 9

PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 27 OF 150

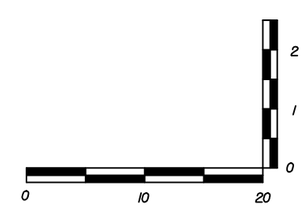
Metric



DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE EXISTING GROUND ALONG CENTERLINE. GRADES SHOWN TO THE NEAREST THOUSANDTH ARE FINISHED GRADE ALONG CENTERLINE.



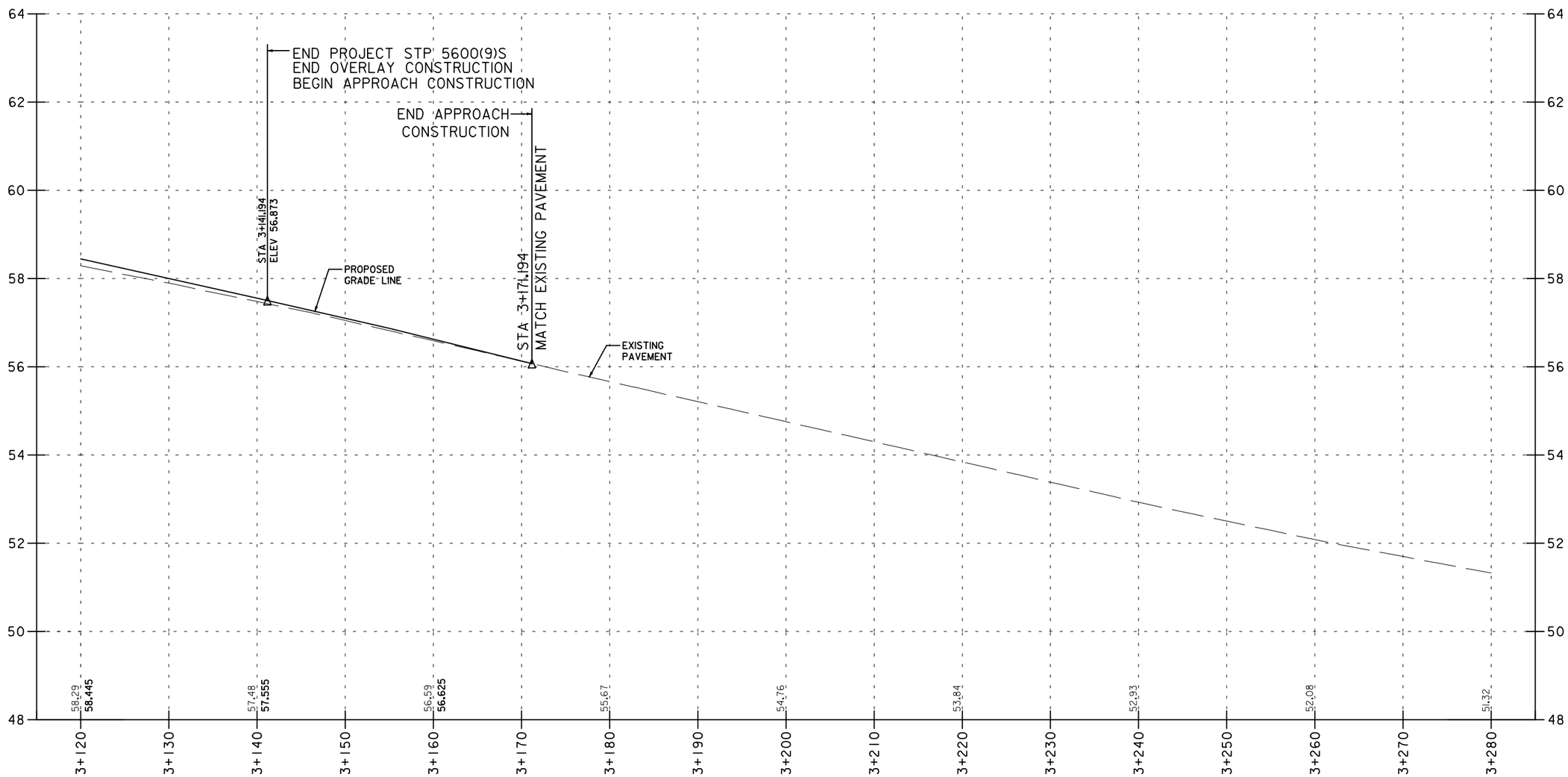
HORIZONTAL SCALE = 1:250
VERTICAL SCALE = 1:50

U.S. ROUTE 7 PROFILE

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206pr01.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
PROFILE SHEET 4 OF 9

PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 28 OF 150



DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE EXISTING GROUND ALONG CENTERLINE. GRADES SHOWN TO THE NEAREST THOUSANDTH ARE FINISHED GRADE ALONG CENTERLINE.

0 10 20

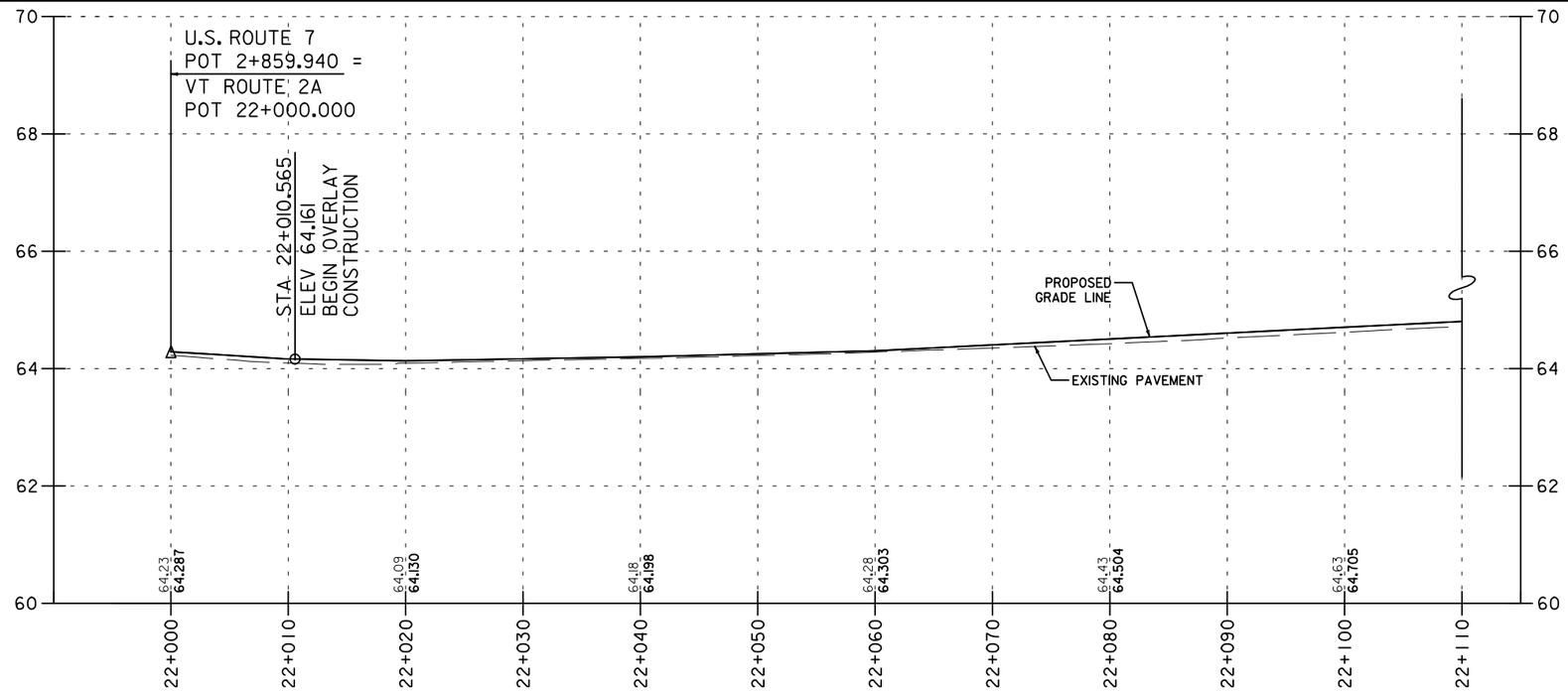
2 1 0

HORIZONTAL SCALE = 1:250
VERTICAL SCALE = 1:50

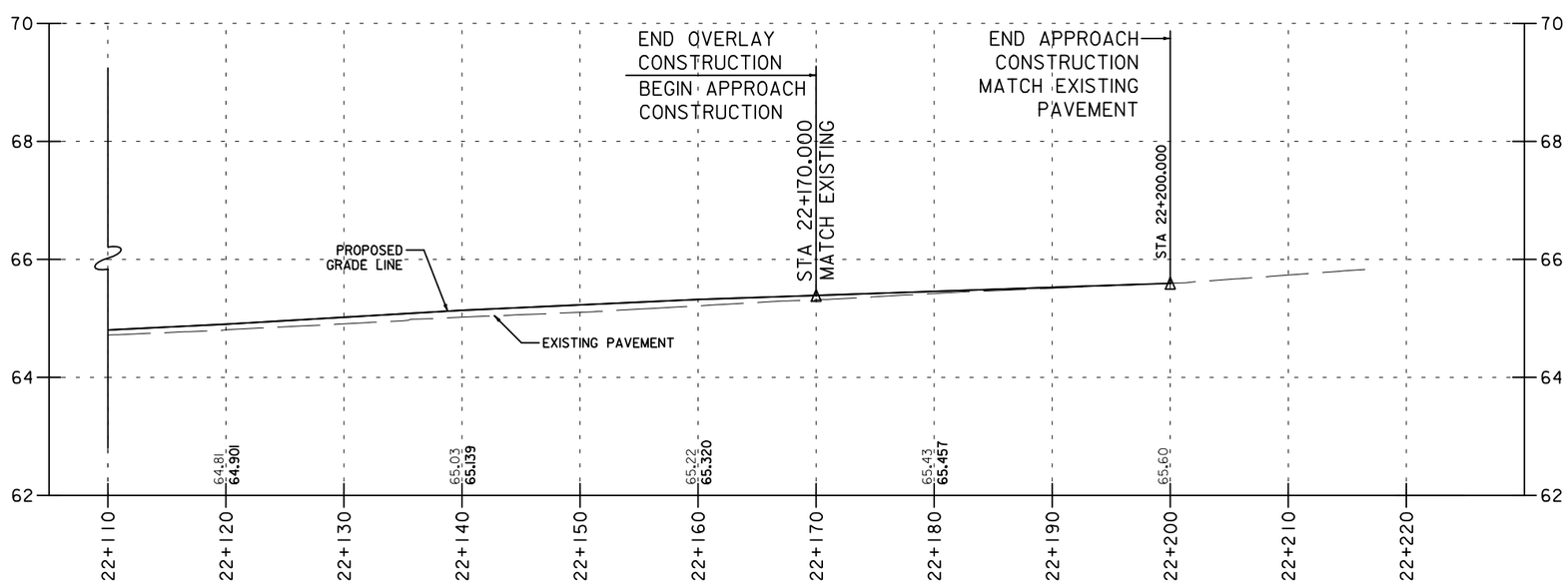
U.S. ROUTE 7

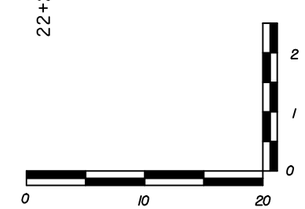
PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206pr01.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
PROFILE SHEET 5 OF 9	SHEET 29 OF 150



"SEE VT ROUTE 2A CROSS SECTIONS
FOR BANKING TRANSITION DETAIL."





HORIZONTAL SCALE = 1:250
VERTICAL SCALE = 1:50

DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

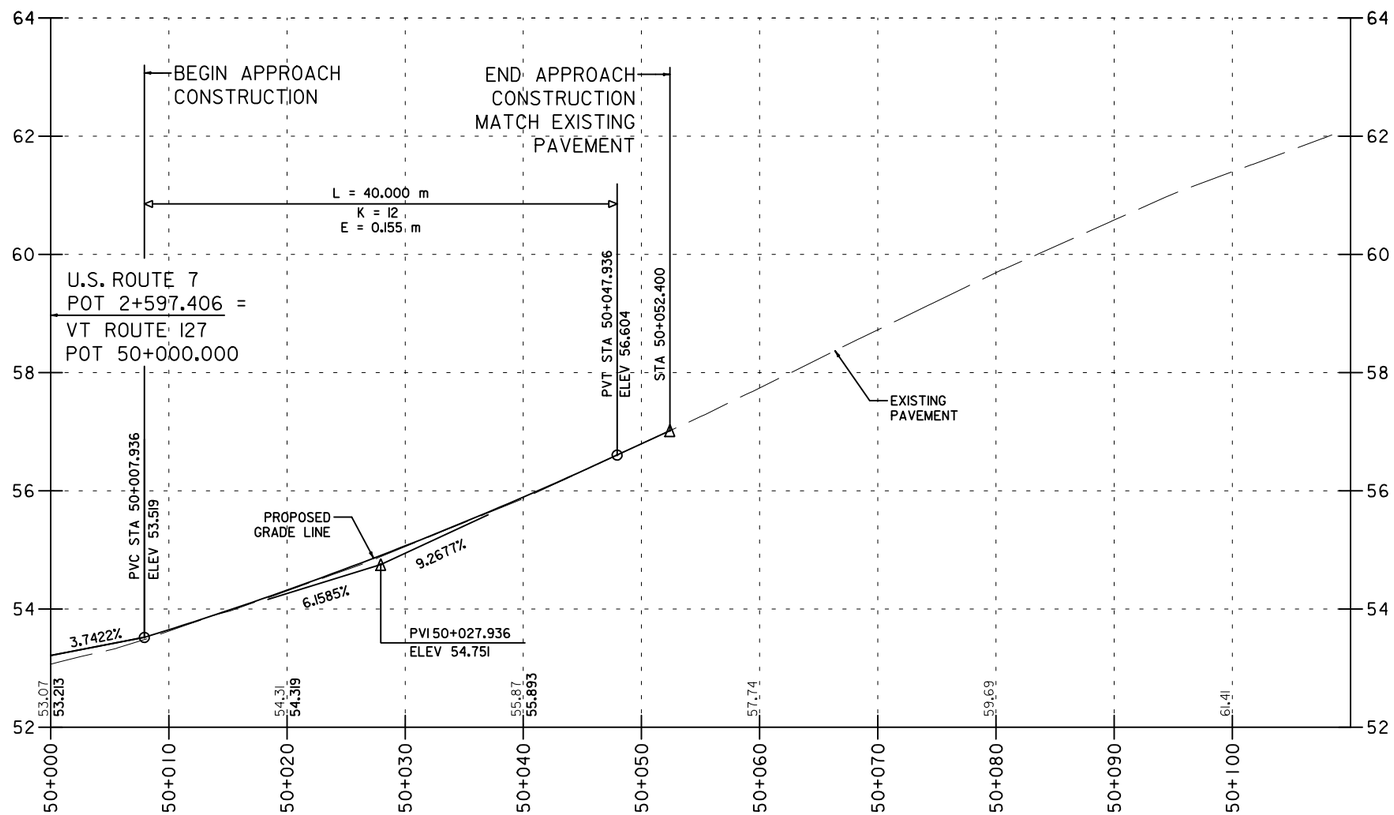
GRADES SHOWN TO THE NEAREST HUNDREDTH ARE EXISTING GROUND ALONG CENTERLINE. GRADES SHOWN TO THE NEAREST THOUSANDTH ARE FINISHED GRADE ALONG CENTERLINE.

VT ROUTE 2A

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206pr01.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
PROFILE SHEET 6 OF 9

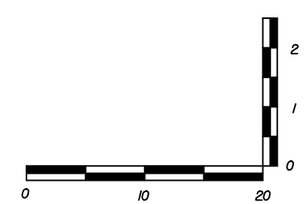
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 30 OF 150



DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE EXISTING GROUND ALONG CENTERLINE. GRADES SHOWN TO THE NEAREST THOUSANDTH ARE FINISHED GRADE ALONG CENTERLINE.

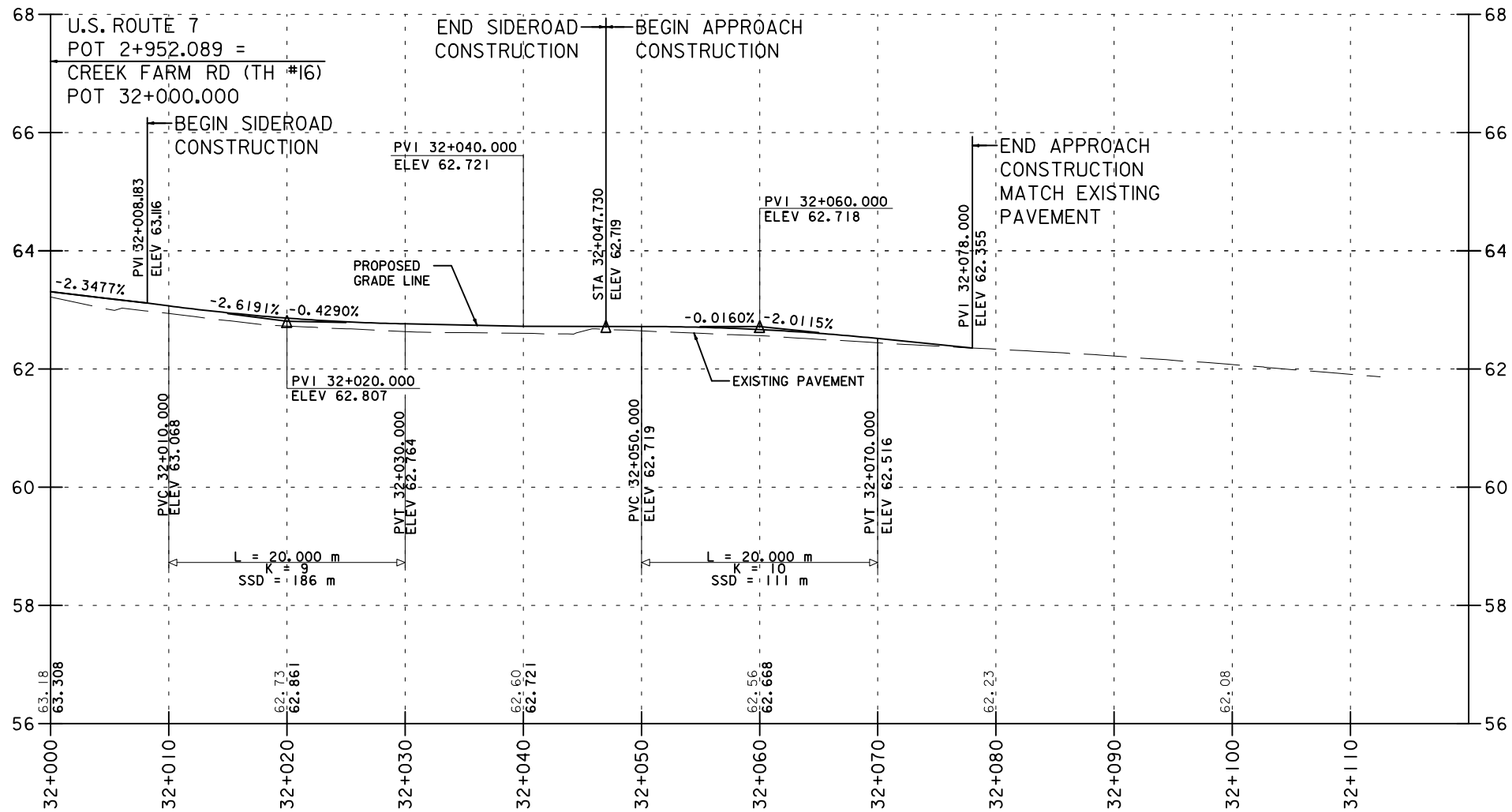


HORIZONTAL SCALE = 1:250
VERTICAL SCALE = 1:50

VT ROUTE 127

PROJECT NAME:	Colchester
PROJECT NUMBER:	STP 5600(9)S

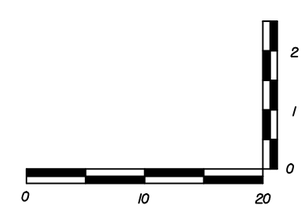
FILE NAME: zd206pr01.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
PROFILE SHEET 7 OF 9	SHEET 31 OF 150



DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE EXISTING GROUND ALONG CENTERLINE. GRADES SHOWN TO THE NEAREST THOUSANDTH ARE FINISHED GRADE ALONG CENTERLINE.

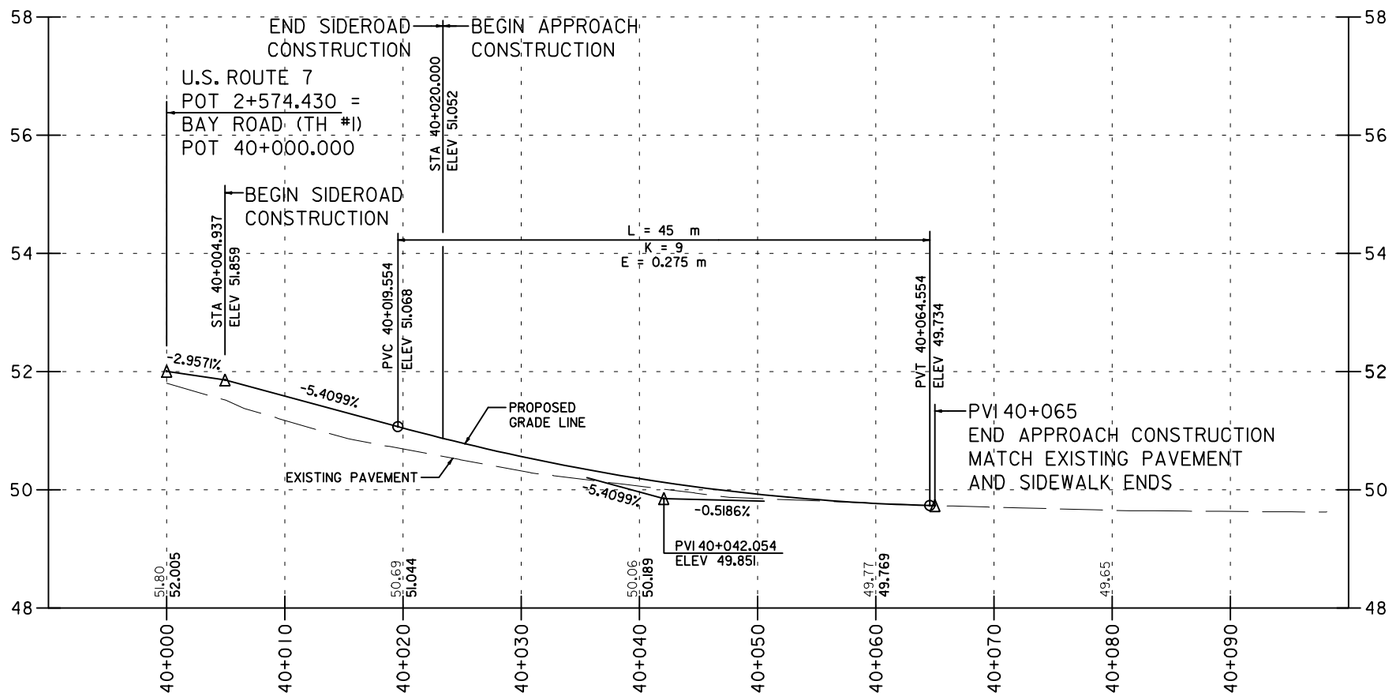


HORIZONTAL SCALE = 1:250
VERTICAL SCALE = 1:50

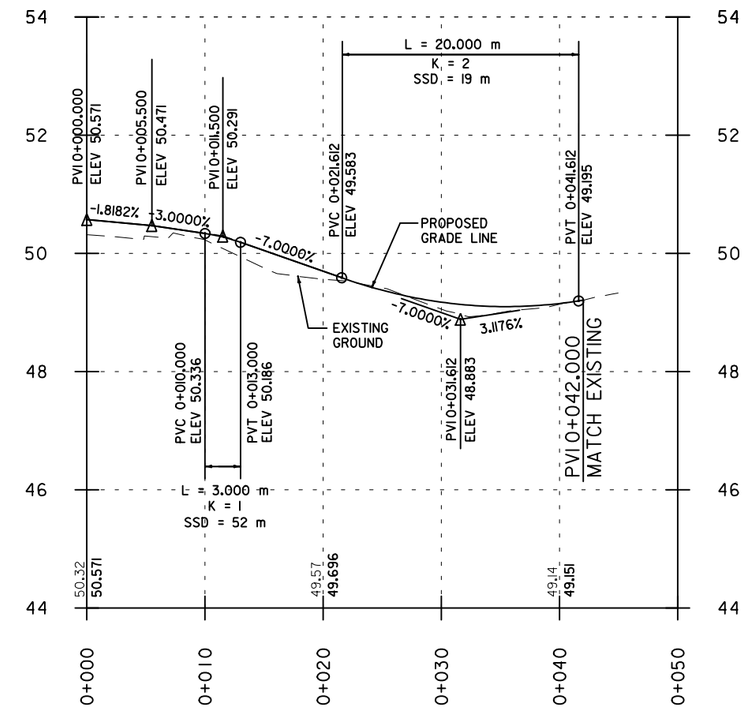
CREEK FARM RD (TH#16)

PROJECT NAME:	Colchester
PROJECT NUMBER:	STP 5600(9)S

FILE NAME: zd206pr01.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
PROFILE SHEET 8 OF 9	SHEET 32 OF 150



BAY ROAD (TH#1) PROFILE

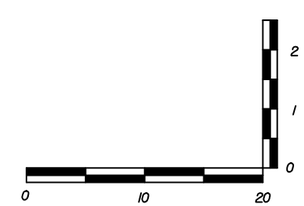


BAY ROAD GRAVEL DRIVE PROFILE

DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE EXISTING GROUND ALONG CENTERLINE. GRADES SHOWN TO THE NEAREST THOUSANDTH ARE FINISHED GRADE ALONG CENTERLINE.



HORIZONTAL SCALE = 1:250
VERTICAL SCALE = 1:50

BAY ROAD (TH#1)

PROJECT NAME:	Colchester
PROJECT NUMBER:	STP 5600(9)S

FILE NAME: zd206pr01.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
PROFILE SHEET 9 OF 9	SHEET 33 OF 150

VT STATE PLANE GRID

NEW DRAINAGE

(1) 2+558.042 RT ~ 2+558.042 RT
NEW 450 mm x 2.101 m OPTION AA PIPE
INV. IN = 49.124; INV. OUT = 49.111

(2A) 2+584.550 RT ~ 2+584.914 RT
NEW 450 mm x 2.101 m
OPTION AA PIPE
INV. IN = 49.375; INV. OUT = 49.251

(2B) 2+558.552 RT ~ 2+584.494 RT
NEW 450 mm x 25.983 m OPTION AA PIPE
INV. IN = 49.168; INV. OUT = 49.111

(3) 2+527.854 RT ~ 2+557.530 RT
NEW 450 mm x 29.676 m OPTION AA PIPE
INV. IN = 49.036; INV. OUT = 48.885

(4) 2+501.469 RT ~ 2+526.839 RT
NEW 450 mm x 25.754 m OPTION AA PIPE
INV. IN = 48.725 INV. OUT = 48.600

(5) 50+026.507 RT ~ 50+051.852 RT
NEW 450 mm x 25.012 m OPTION AA PIPE
INV. IN = 53.490 INV. OUT 53.274

(6) 50+026.244 RT~ 50+033.201 LT
NEW 450 mm x 15.633 m OPTION AA PIPE
INV. IN = 53.199 INV. OUT 53.060

(7) 2+631.831 RT ~ 50+033.243 LT
NEW 450 mm x 8.168 m OPTION AA PIPE
INV. IN = 52.985 INV. OUT 52.910

(13) 2+632.911 RT ~ 2+699.489 RT
NEW 450 mm x 66.658 m OPTION AA PIPE
INV. IN = 58.397; INV. OUT = 52.900

(14) 2+613.017 LT ~ 2+631.404 RT
NEW 450 mm x 22.236 m OPTION AA PIPE
INV. IN = 52.835 INV. OUT 52.500

(16) 2+646.754 LT ~ 2+704.446 LT
NEW 450 mm X 57.695 m OPTION AA PIPE
INV. IN = 57.636; INV. OUT = 54.290

(17) 2+642.613 LT ~ 2+645.888 LT
NEW 450 mm x 4.737 m OPTION AA PIPE
INV. IN = 54.214 INV. OUT = 54.000

(36) 40+017.833 RT ~ 40+025.711 RT
NEW 450 mm x 7.830 m OPTION AA PIPE
INV. IN = 48.277 INV. OUT 47.896

EXISTING DRAINAGE

EX1 2+478.000 LT ~ 2+478.000 RT
EXISTING BOX CULVERT - RETAIN

EX2 2+496.000 LT ~ 2+503.000 LT
EXISTING 310 mm PIPE - RETAIN

EX3 2+496.000 LT ~ 2+503.000 LT
EXISTING 310 mm PIPE AND DI - RETAIN

EX4 2+501.000 RT ~ 2+525.000 RT
EXISTING 460 mm PIPE AND DI - REMOVE

EX5 2+526.000 RT ~ 2+559.000 RT
EXISTING 460 mm PIPE AND DI - REMOVE

EX6 2+604.000 LT ~ 2+610.000 LT
EXISTING 380 mm PIPE - REMOVE
STA. 0+38.480, 8.200 LT
PLUG & ABANDON REMAINING
3.100 m OF EXIST. PIPE

EX7 2+611.000 LT ~ 2+622.000 RT
EXISTING 460 mm PIPE AND MH - REMOVE

EX8 2+622.000 RT ~ 2+623.000 RT
EXISTING 310 mm PIPE AND DI - REMOVE

EX9 2+623.000 RT ~ 2+623.000 RT
EXISTING 310 mm PIPE AND DI - REMOVE

EX10 50+025.000 RT
EXISTING DI - REMOVE

EX11 40+050.000 RT ~ 40+060.000 LT
EXISTING BOX CULVERT - RETAIN

STONE DITCH NOTES

2+604.909 LT ~ 2+612.490 LT
CONSTRUCT 2.400 m W X 15.400 m L X 0.300 m D
STONE DITCH WITH STONE FILL TYPE I

2+609.000 LT ~ 2+657.000 LT
CONSTRUCT 2.400 m W X 48.000 m L X 0.300 m D
STONE DITCH WITH STONE FILL TYPE I

2+642.970 LT ~ 2+645.290 LT
CONSTRUCT 2.400 m W X 3.000 m L X 0.300 m D
STONE DITCH WITH STONE FILL TYPE I

2+498.650 RT ~ 2+501.730 RT
CONSTRUCT 3.000 m W X 3.000 m L X 0.300 m D
STONE PAD WITH STONE FILL TYPE I

40+030.234 RT ~ 40+025.687 RT
CONSTRUCT
2.200 m W X 4.500 m L X 0.400m W X 0.300 m D
STONE PAD WITH STONE FILL TYPE I

NEW UNDERDRAIN

(U1) 2+509.842 LT ~ 2+557.593 LT
NEW 150 mm x 48.935 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 2+557.593 LT
INV. IN = 48.541; INV. OUT = 48.749

(U2) 2+527.648 RT ~ 2+584.540 RT
NEW 150 mm x 57.100 m UNDERDRAIN
W/ CARRIER PIPE & FLUSHING ACCESS
INV. IN = 49.702; INV. OUT = 49.025

(U3) 2+585.353 RT ~ 50+025.137 RT
NEW 150 mm x 30.379 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 50+025.137 RT
INV. OUT = 49.468

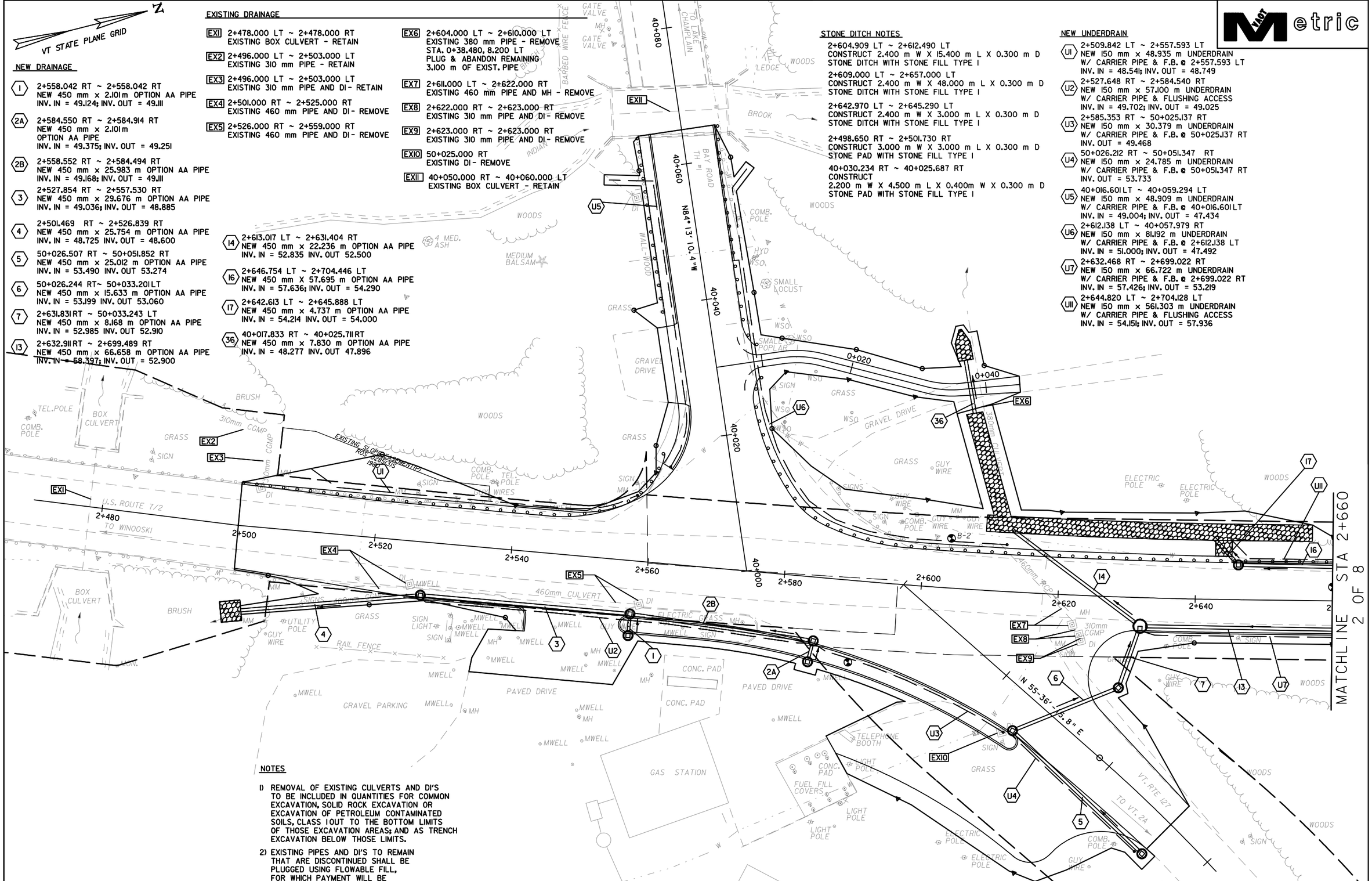
(U4) 50+026.212 RT ~ 50+051.347 RT
NEW 150 mm x 24.785 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 50+051.347 RT
INV. OUT = 53.733

(U5) 40+016.601 LT ~ 40+059.294 LT
NEW 150 mm x 48.909 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 40+016.601 LT
INV. IN = 49.004; INV. OUT = 47.434

(U6) 2+612.138 LT ~ 40+057.979 RT
NEW 150 mm x 81.192 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 2+612.138 LT
INV. IN = 51.000; INV. OUT = 47.492

(U7) 2+632.468 RT ~ 2+699.022 RT
NEW 150 mm x 66.722 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 2+699.022 RT
INV. IN = 57.426; INV. OUT = 53.219

(U11) 2+644.820 LT ~ 2+704.128 LT
NEW 150 mm x 56.303 m UNDERDRAIN
W/ CARRIER PIPE & FLUSHING ACCESS
INV. IN = 54.151; INV. OUT = 57.936



NOTES

1) REMOVAL OF EXISTING CULVERTS AND DI'S TO BE INCLUDED IN QUANTITIES FOR COMMON EXCAVATION, SOLID ROCK EXCAVATION OR EXCAVATION OF PETROLEUM CONTAMINATED SOILS, CLASS I OUT TO THE BOTTOM LIMITS OF THOSE EXCAVATION AREAS; AND AS TRENCH EXCAVATION BELOW THOSE LIMITS.
2) EXISTING PIPES AND DI'S TO REMAIN THAT ARE DISCONTINUED SHALL BE PLUGGED USING FLOWABLE FILL, FOR WHICH PAYMENT WILL BE INCIDENTAL TO COMMON EXCAVATION.
3) SEE SIGNAL PLANS FOR LOCATIONS OF TRAFFIC SIGNALS AND MAST ARMS.
4) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.
5) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

0 10 20
SCALE IN METERS

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_DRN.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
DRAINAGE PLAN SHEET 1 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 34 OF 150

VT STATE PLANE GRID

N

NEW UNDERDRAIN

U8 — 2+700.287 RT ~ 2+774.157 RT
NEW 150 mm x 74.039 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 2+774.157 RT
INV. IN = 61.546; INV. OUT = 58.697

U9 — 2+775.287 RT ~ 2+830.383 RT
NEW 150 mm x 55.555 m UNDERDRAIN
W/ CARRIER PIPE & FLUSHING ACCESS
INV. IN = 63.302; INV. OUT = 62.400

U10 — 2+705.793 LT ~ 2+769.676 LT
NEW 150 mm x 64.705 m UNDERDRAIN
W/ CARRIER PIPE & FLUSHING ACCESS
INV. IN = 61.685; INV. OUT = 58.312

U13 — 2+770.285 LT ~ 2+818.301 LT
NEW 150 mm x 47.914 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 2+818.301 LT
INV. IN = 62.274; INV. OUT = 61.985

U14 — 2+818.301 LT ~ 2+879.654 LT
NEW 150 mm x 61.520 m UNDERDRAIN
INV. IN = 62.983; INV. OUT = 62.825

NEW DRAINAGE

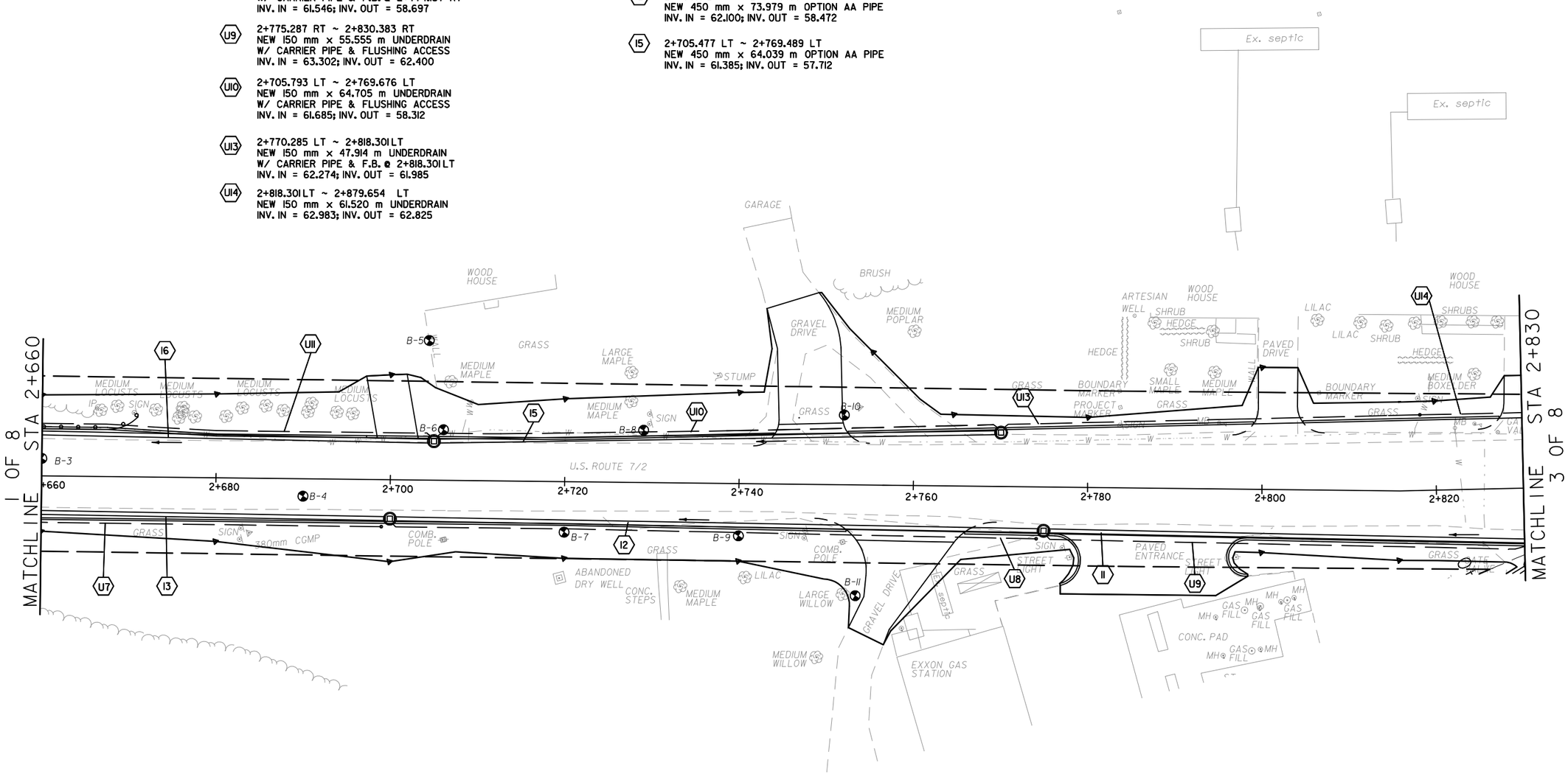
I1 — 2+775.511 RT ~ 2+830.228 RT
NEW 450 mm x 54.910 m OPTION AA PIPE
INV. IN = 62.627; INV. OUT = 62.175

I2 — 2+700.512 RT ~ 2+774.489 RT
NEW 450 mm x 73.979 m OPTION AA PIPE
INV. IN = 62.100; INV. OUT = 58.472

I5 — 2+705.477 LT ~ 2+769.489 LT
NEW 450 mm x 64.039 m OPTION AA PIPE
INV. IN = 61.385; INV. OUT = 57.712

NOTES

1) SEE CONSTRUCTION FOR ADDITIONAL PROPOSED FACILITIES.
2) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.



0 10 20
SCALE IN METERS

DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

PROJECT NAME:	Colchester
PROJECT NUMBER:	STP 5600(9)S

FILE NAME: zd206BDR_DRN.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
DRAINAGE PLAN SHEET 2 OF 8	SHEET 35 OF 150

VT STATE PLANE GRID

Metric

STONE DITCH NOTES

2+984.000 RT ~ 2+986.000 RT
CONSTRUCT 2.000 m W X 2.900 m L X 0.300 m D
STONE DITCH WITH STONE FILL TYPE I

NEW UNDERDRAIN

U12 2+864.712 RT ~ 2+937.623 RT
NEW 150 mm x 72.964 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 2+864.712 RT
INV. IN = 62.268; INV. OUT = 62.082

U15 2+880.991 LT ~ 2+940.039 LT
NEW 150 mm x 59.050 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 2+880.991 LT
INV. IN = 62.148; INV. OUT = 61.689

U16 2+938.468 RT ~ 2+953.095 RT
NEW 150 mm x 14.747 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 2+953.095 RT
INV. IN = 62.142; INV. OUT = 62.082

U17 2+975.962 RT ~ 3+052.572 RT
NEW 150 mm x 76.597 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 2+975.962 RT
INV. IN = 60.123; INV. OUT = 59.400

U18 2+977.730 LT ~ 32+033.148 RT
NEW 150 mm x 30.441m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 32+033.148 RT
INV. IN = 61.452; INV. OUT 61.300

U19 2+979.517 LT ~ 3+052.478 LT
NEW 150 mm x 73.381m UNDERDRAIN
W/ CARRIER PIPE & FLUSHING ACCESS
INV. IN = 61.739; INV. OUT = 59.350

U24 2+836.789 RT ~ 22+089.832 RT
NEW 150 mm x 65.070 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 22+089.832 RT
INV. IN = 63.335; INV. OUT = 63.225

U26 22+037.052 LT ~ 22+092.996 LT
NEW 150 mm x 54.870 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 22+092.996 LT
INV. IN = 62.699; INV. OUT = 62.550

U27 22+018.366 LT ~ 22+035.475 LT
NEW 150 mm x 17.748 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 22+035.475 LT
INV. IN = 62.396; INV. OUT 62.360

U28 2+862.755 RT ~ 22+017.681 LT
NEW 150 mm x 15.249 m UNDERDRAIN
W/ CARRIER PIPE & FLUSHING ACCESS
INV. IN = 62.952; INV. OUT 62.800

NEW DRAINAGE

9 2+830.184 RT ~ 22+089.479 RT
NEW 450 mm x 58.813 m OPTION AA PIPE
INV. IN = 63.425 INV. OUT 62.800

10 2+831.133 RT ~ 2+836.415 RT
NEW 450 mm x 5.298 m OPTION AA PIPE
INV. IN = 62.925; INV. OUT = 62.800

10A 2+830.717 RT ~ 2+830.645 RT
NEW 450 mm x 1.678 m OPTION AA PIPE
INV. IN = 62.725; INV. OUT = 62.702

21A 22+037.218 LT ~ 22+064.482 LT
NEW 900 mm x 26.920 m CPEP SL
INV. IN = 62.398; INV. OUT = 62.325

22 22+036.468 LT ~ 22+036.478 LT
NEW 450 mm x 6.265 m OPTION AA PIPE
INV. IN = 62.600; INV. OUT = 62.568

23 22+018.571 LT ~ 22+035.715 LT
NEW 900 mm x 17.547 m CPEP SL
INV. IN = 62.250; INV. OUT = 62.150

24 2+862.308 RT ~ 22+017.458 LT
NEW 900 mm x 14.594 m CPEP SL
INV. IN = 62.075; INV. OUT = 62.000

25 2+863.375 RT ~ 2+868.303 RT
NEW 450 mm x 8.404 m OPTION AA PIPE
INV. IN = 62.800; INV. OUT = 62.500

26 2+863.623 RT ~ 2+937.263 RT
NEW 900 mm x 73.640 m CPEP SL
INV. IN = 61.925; INV. OUT = 61.475

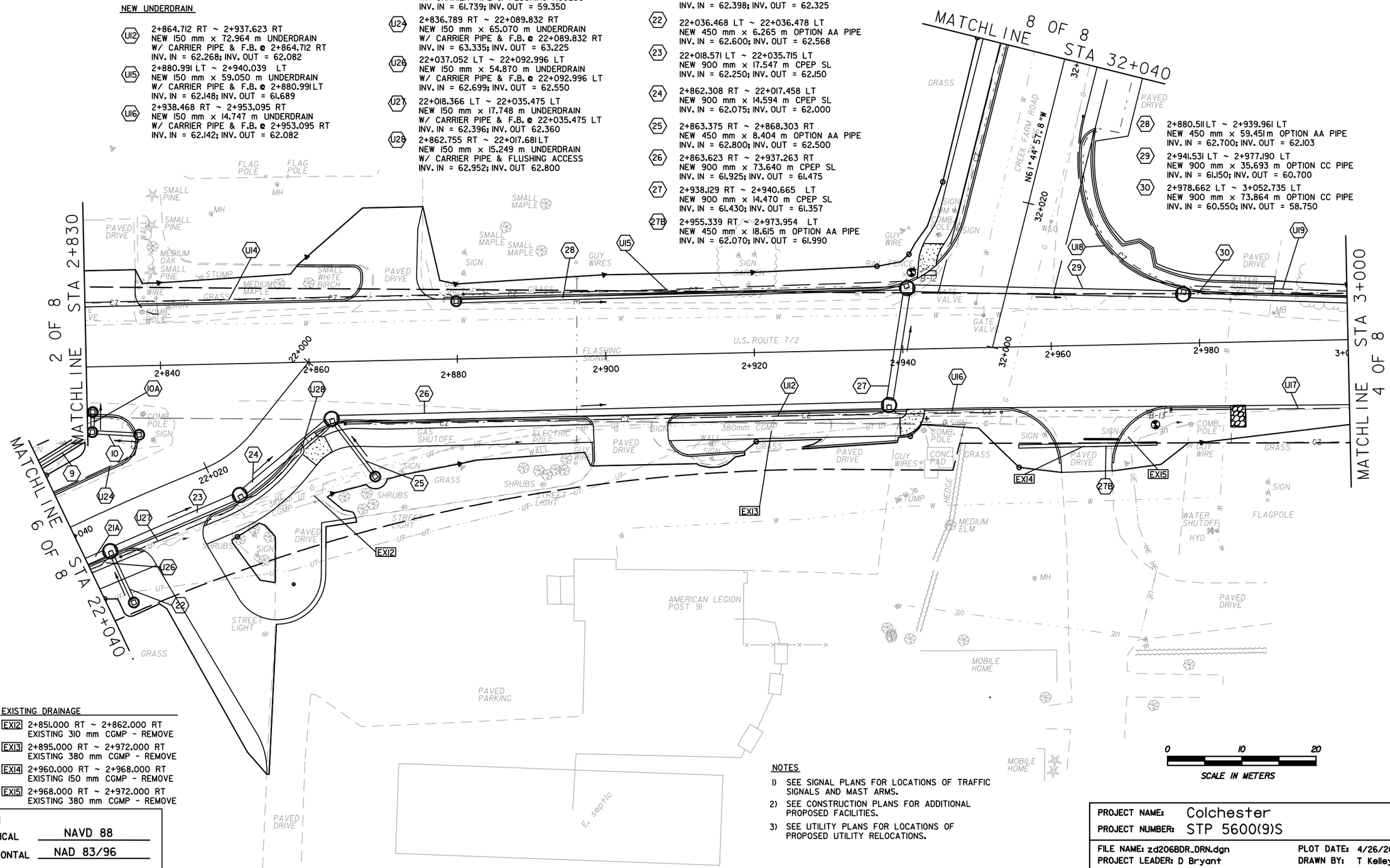
27 2+938.129 RT ~ 2+940.665 LT
NEW 900 mm x 14.470 m CPEP SL
INV. IN = 61.430; INV. OUT = 61.357

27B 2+955.339 RT ~ 2+973.954 LT
NEW 450 mm x 18.615 m OPTION AA PIPE
INV. IN = 62.070; INV. OUT = 61.990

28 2+880.511 LT ~ 2+939.961 LT
NEW 450 mm x 59.451m OPTION AA PIPE
INV. IN = 62.700; INV. OUT = 62.103

29 2+941.531 LT ~ 2+977.190 LT
NEW 900 mm x 35.693 m OPTION CC PIPE
INV. IN = 61.150; INV. OUT = 60.700

30 2+978.662 LT ~ 3+052.735 LT
NEW 900 mm x 73.864 m OPTION CC PIPE
INV. IN = 60.550; INV. OUT = 58.750



EXISTING DRAINAGE

EXI2 2+851.000 RT ~ 2+862.000 RT
EXISTING 310 mm CGMP - REMOVE

EXI3 2+895.000 RT ~ 2+972.000 RT
EXISTING 380 mm CGMP - REMOVE

EXI4 2+960.000 RT ~ 2+968.000 RT
EXISTING 150 mm CGMP - REMOVE

EXI5 2+968.000 RT ~ 2+972.000 RT
EXISTING 380 mm CGMP - REMOVE

NOTES

1) SEE SIGNAL PLANS FOR LOCATIONS OF TRAFFIC SIGNALS AND MAST ARMS.
2) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.
3) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.

0 10 20
SCALE IN METERS

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_DRN.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
DRAINAGE PLAN SHEET 3 OF 8

PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 36 OF 150

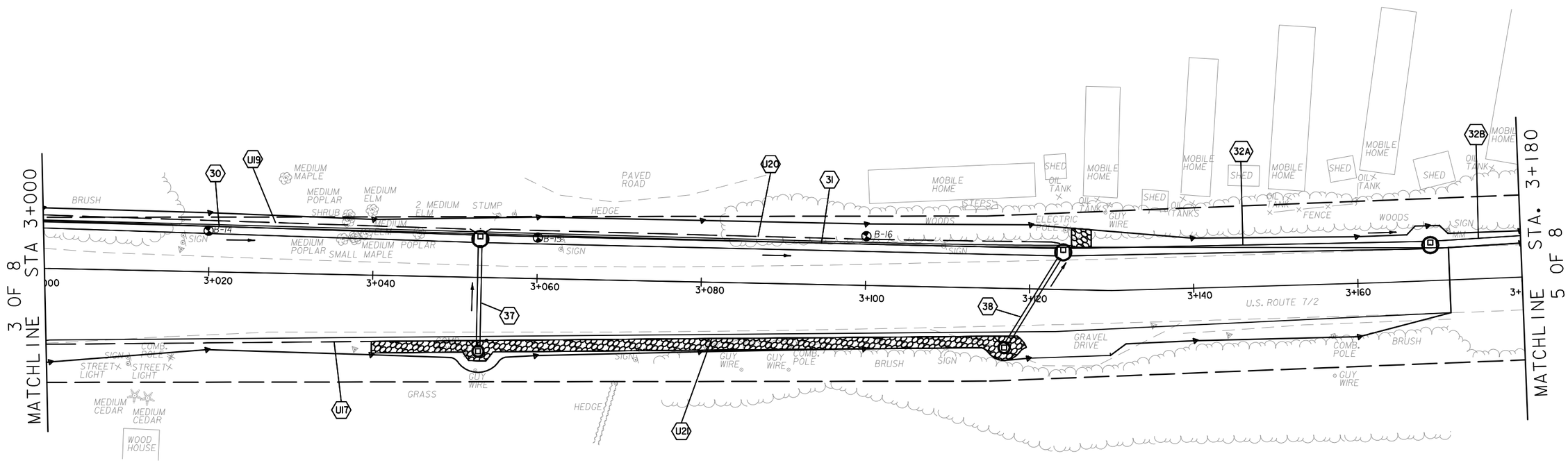
VT STATE PLANE GRID

Metric

NEW UNDERDRAIN

U20 3+053.479 LT ~ 3+123.553 LT
NEW 150 mm x 70.216 m UNDERDRAIN
W/ CARRIER PIPE & FLUSHING ACCESS
INV. IN = 59.800; INV. OUT = 56.650

U21 3+054.003 RT ~ 3+116.632 RT
NEW 150 mm x 63.051 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 3+054.003 RT
INV. IN = 59.400; INV. OUT = 56.900



NEW DRAINAGE

31 3+053.735 LT ~ 3+123.269 LT
NEW 900 mm X 69.534 m OPTION CC PIPE
INV. IN = 58.600; INV. OUT = 56.300

32A 3+124.742 LT ~ 3+168.263 LT
NEW 900 mm X 43.244 m OPTION CC PIPE
INV. IN = 55.900; INV. OUT = 54.008

32B 3+169.737 LT ~ 3+213.263 LT
NEW 900 mm X 43.538 m OPTION CC PIPE
INV. IN = 53.758; INV. OUT = 52.050

37 3+052.998 LT ~ 3+053.000 RT
NEW 450 mm X 12.346 m CPEP SL OPTION AA PIPE
INV. IN = 59.250; INV. OUT = 59.100

38 3+117.318 RT ~ 3+123.582 LT
NEW 450 mm X 12.312 m OPTION AA PIPE
INV. IN = 56.600; INV. OUT = 56.450

STONE DITCH NOTES

3+125.000 LT ~ 3+127.400 LT
CONSTRUCT 2.400 m W X 2.400 m L X 0.300 m D
STONE DITCH WITH STONE FILL TYPE I

3+040.000 RT ~ 3+119.767 RT
CONSTRUCT 1.4 m W X 80.000 m L X 0.3 m D
STONE DITCH WITH STONE FILL TYPE I

NOTES

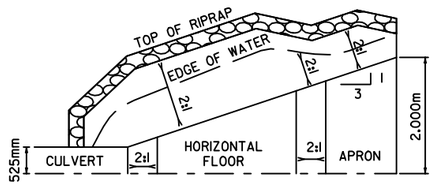
1) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.
2) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.

0 10 20
SCALE IN METERS

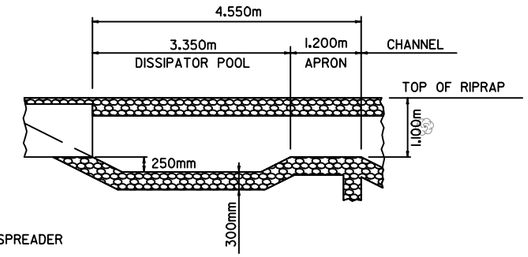
DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_DRN.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
DRAINAGE PLAN SHEET 4 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 37 OF 150



APRON WILL ACT AS LEVEL SPREADER

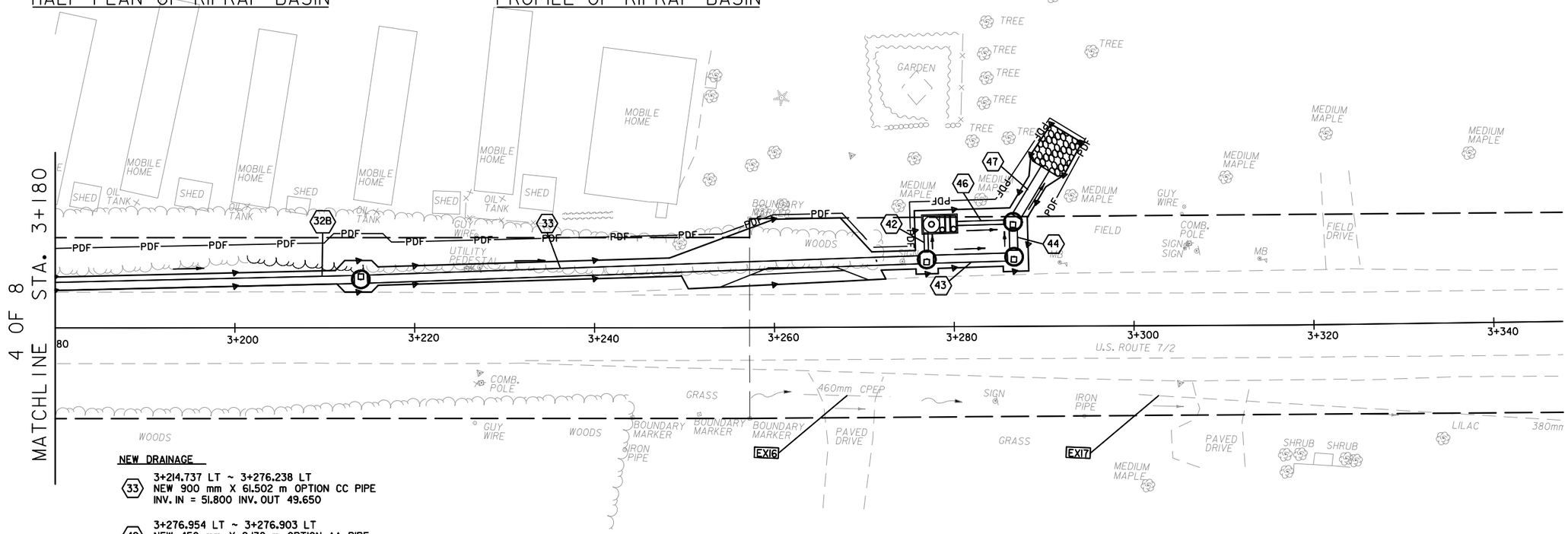


HALF PLAN OF RIPRAP BASIN

PROFILE OF RIPRAP BASIN

STONE DITCH NOTES

3+288.605 LT ~ 3+294.282 LT
CONSTRUCT RIPRAP BASIN X 0.300 m D
WITH STONE FILL TYPE I



NEW DRAINAGE

(33) 3+214.737 LT ~ 3+276.238 LT
NEW 900 mm X 61.502 m OPTION CC PIPE
INV. IN = 51.800 INV. OUT 49.650

(42) 3+276.954 LT ~ 3+276.903 LT
NEW 450 mm X 2.138 m OPTION AA PIPE
INV. IN = 49.650 INV. OUT 49.650

(43) 3+277.712 LT ~ 3+285.948 LT
NEW 900 mm X 8.260 m OPTION CC PIPE
INV. IN = 49.620 INV. OUT 49.269

(44) 3+286.666 LT ~ 3+286.605 LT
NEW 900 mm X 2.413 m OPTION CC PIPE
INV. IN = 49.194 INV. OUT 49.173

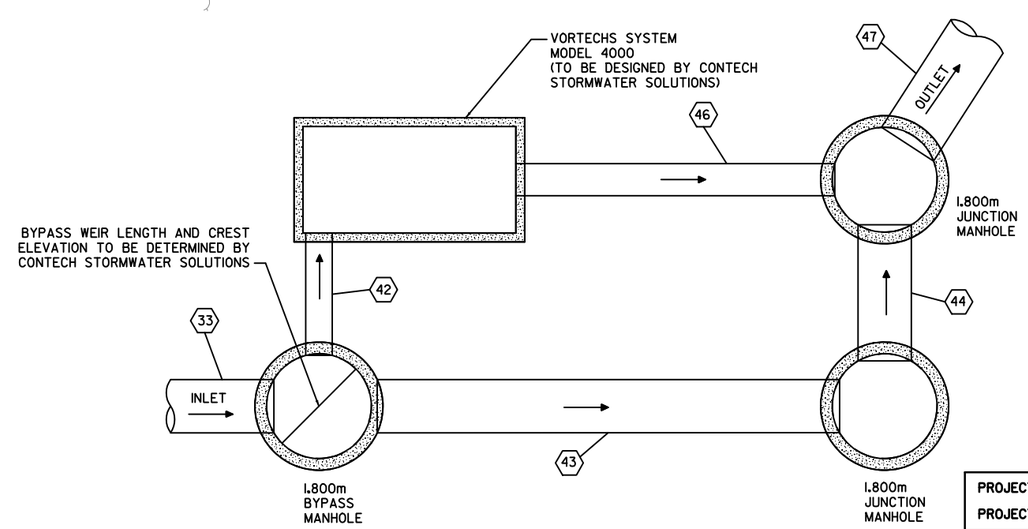
(46) 3+280.258 LT ~ 3+285.753 LT
NEW 450 mm X 5.501m OPTION AA PIPE
INV. IN = 49.650 INV. OUT 49.623

(47) 3+286.943 LT ~ 3+290.172 LT
NEW 1050 mm X 6.252 m OPTION DD PIPE
INV. IN = 49.023 INV. OUT 48.962

EXISTING DRAINAGE

TG 3+263.000 RT ~ 3+273.000 RT
EXISTING PIPE - RETAIN

3+300.000 RT ~ 3+373.000 RT
XISTING PIPE AND DI - RETAIN

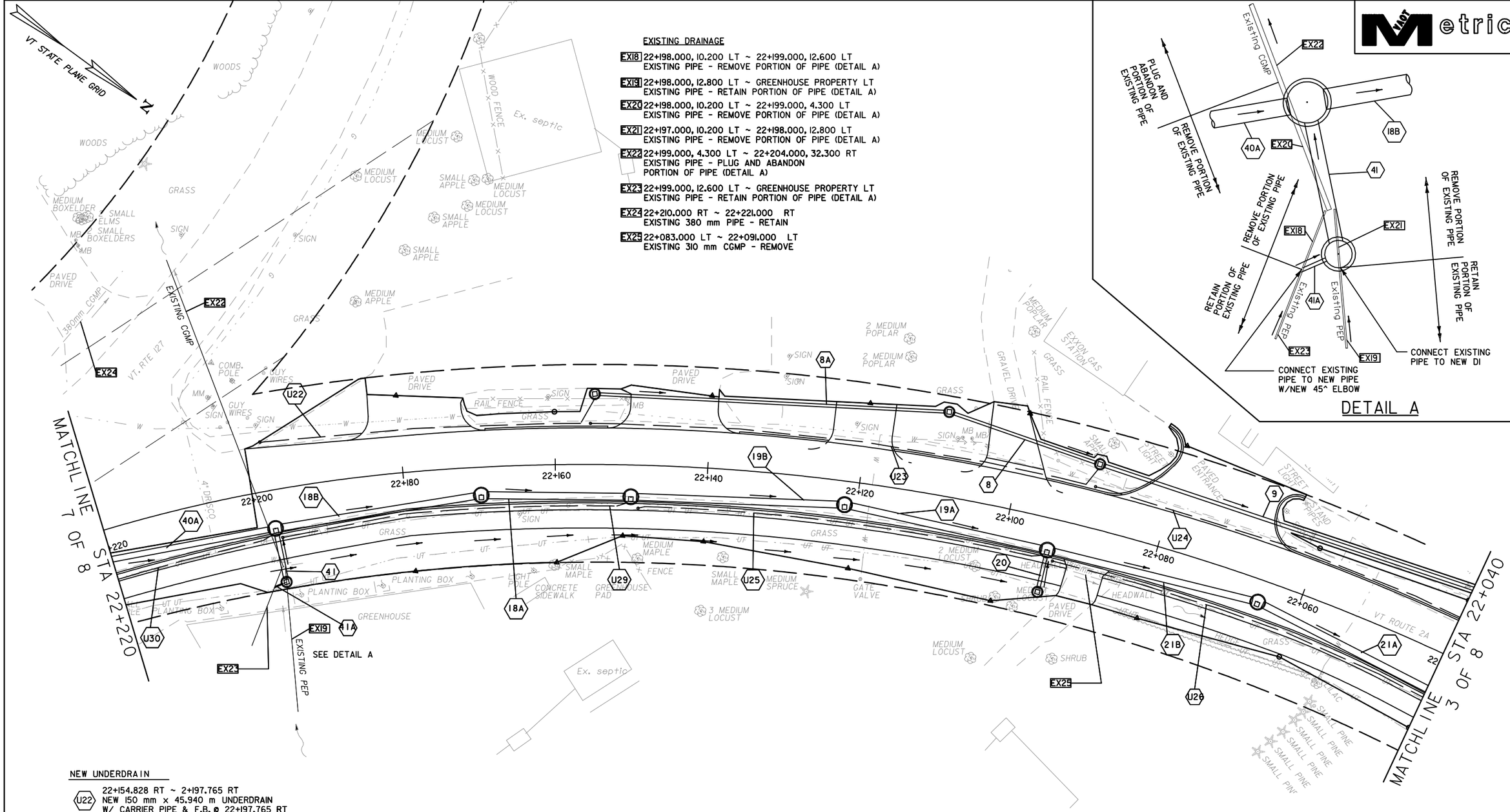


STORMWATER TREATMENT SYSTEM

0 10 20
SCALE IN METERS

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester	
PROJECT NUMBER: STP 5600(9)S	
FILE NAME: zd206BDR_DRN.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
DRAINAGE PLAN SHEET 5 OF 8	SHEET 38 OF 150



EXISTING DRAINAGE

- **EX18** 22+198.000, 10.200 LT ~ 22+199.000, 12.600 LT
  EXISTING PIPE - REMOVE PORTION OF PIPE (DETAIL A)
- **EX19** 22+198.000, 12.800 LT ~ GREENHOUSE PROPERTY LT
  EXISTING PIPE - RETAIN PORTION OF PIPE (DETAIL A)
- **EX20** 22+198.000, 10.200 LT ~ 22+199.000, 4.300 LT
  EXISTING PIPE - REMOVE PORTION OF PIPE (DETAIL A)
- **EX21** 22+197.000, 10.200 LT ~ 22+198.000, 12.800 LT
  EXISTING PIPE - REMOVE PORTION OF PIPE (DETAIL A)
- **EX22** 22+199.000, 4.300 LT ~ 22+204.000, 32.300 RT
  EXISTING PIPE - PLUG AND ABANDON PORTION OF PIPE (DETAIL A)
- **EX23** 22+199.000, 12.600 LT ~ GREENHOUSE PROPERTY LT
  EXISTING PIPE - RETAIN PORTION OF PIPE (DETAIL A)
- **EX24** 22+210.000 RT ~ 22+221.000 RT
  EXISTING 380 mm PIPE - RETAIN
- **EX25** 22+083.000 LT ~ 22+091.000 LT
  EXISTING 310 mm CGMP - REMOVE

DETAIL A

Metric

PLUG AND ABANDON PORTION OF EXISTING PIPE
REMOVE PORTION OF EXISTING PIPE
RETAIN PORTION OF EXISTING PIPE
CONNECT EXISTING PIPE TO NEW PIPE W/NEW 45^ ELBOW
CONNECT EXISTING PIPE TO NEW DI
Existing CGMP
Existing PEP

NEW UNDERDRAIN

- **U22** 22+154.828 RT ~ 2+197.765 RT
  NEW 150 mm x 45.940 m UNDERDRAIN
  W/ CARRIER PIPE & F.B. @ 22+197.765 RT
  INV. IN = 64.954; INV. OUT = 64.465
- **U23** 22+090.004 RT ~ 22+155.397 RT
  NEW 150 mm x 68.250 m UNDERDRAIN
  W/ CARRIER PIPE & F.B. @ 22+155.397 RT
  INV. IN = 63.965; INV. OUT = 63.770
- **U25** 22+094.460 LT ~ 22+149.000 LT
  NEW 150 mm x 53.536 m UNDERDRAIN
  W/ CARRIER PIPE & F.B. @ 22+149.000 LT
  INV. IN = 62.244; INV. OUT = 62.875
- **U29** 22+150.444 LT ~ 22+196.991 LT
  NEW 150 mm x 45.543 m UNDERDRAIN
  W/ CARRIER PIPE & F.B. @ 22+196.991 LT
  INV. IN = 63.693; INV. OUT = 63.350
- **U30** 22+198.298 LT ~ 22+269.000 LT
  NEW 150 mm x 68.887 m UNDERDRAIN
  W/ CARRIER PIPE & F.B. @ 22+269.000 LT
  INV. IN = 64.333; INV. OUT = 64.150

NEW DRAINAGE

- **8** 22+090.482 RT ~ 22+109.508 RT
  NEW 450 mm X 19.866 m OPTION AA PIPE
  INV. IN = 63.725; INV. OUT = 63.500
- **8A** 22+110.509 RT ~ 22+154.340 RT
  NEW 450 mm X 45.465 m OPTION AA PIPE
  INV. IN = 64.200; INV. OUT = 63.800
- **18A** 22+150.749 LT ~ 22+169.147 LT
  NEW 900 mm X 18.129 m OPTION CC PIPE
  INV. IN = 63.254; INV. OUT = 63.175
- **18B** 22+170.636 LT ~ 22+196.987 LT
  NEW 900 mm X 25.834 m OPTION CC PIPE
  INV. IN = 63.475; INV. OUT = 63.354
- **19A** 22+094.749 LT ~ 22+120.854 LT
  NEW 900 mm X 25.757 m OPTION CC PIPE
  INV. IN = 62.722; INV. OUT = 62.650
- **19B** 22+122.339 LT ~ 22+149.251 LT
  NEW 900 mm X 26.552 m OPTION CC PIPE
  INV. IN = 63.050; INV. OUT = 62.972
- **21B** 22+065.963 LT ~ 22+093.251 LT
  NEW 900 mm X 26.937 m CPEP SL
  INV. IN = 62.575; INV. OUT = 62.498
- **20** 22+094.000 LT ~ 22+094.000 LT
  NEW 450 mm X 4.286 m OPTION AA PIPE
  INV. IN = 63.250; INV. OUT = 63.150
- **40A** 22+198.541 LT ~ 22+225.772 LT
  NEW 750 mm X 26.698 m OPTION BB PIPE
  INV. IN = 63.979; INV. OUT = 63.550
- **41** 22+197.564 LT ~ 22+197.722 LT
  NEW 450 mm X 5.880 m OPTION AA PIPE
  INV. IN = 64.200; INV. OUT = 64.000
- **41A** 22+198.168 LT ~ 22+199.340 LT
  NEW 150 mm X 1.204 m PEP AND 45° ELBOW
  MATCH EXISTING PIPE
  INCIDENTAL TO OTHER PIPE ITEMS

0 10 20
SCALE IN METERS

NOTES

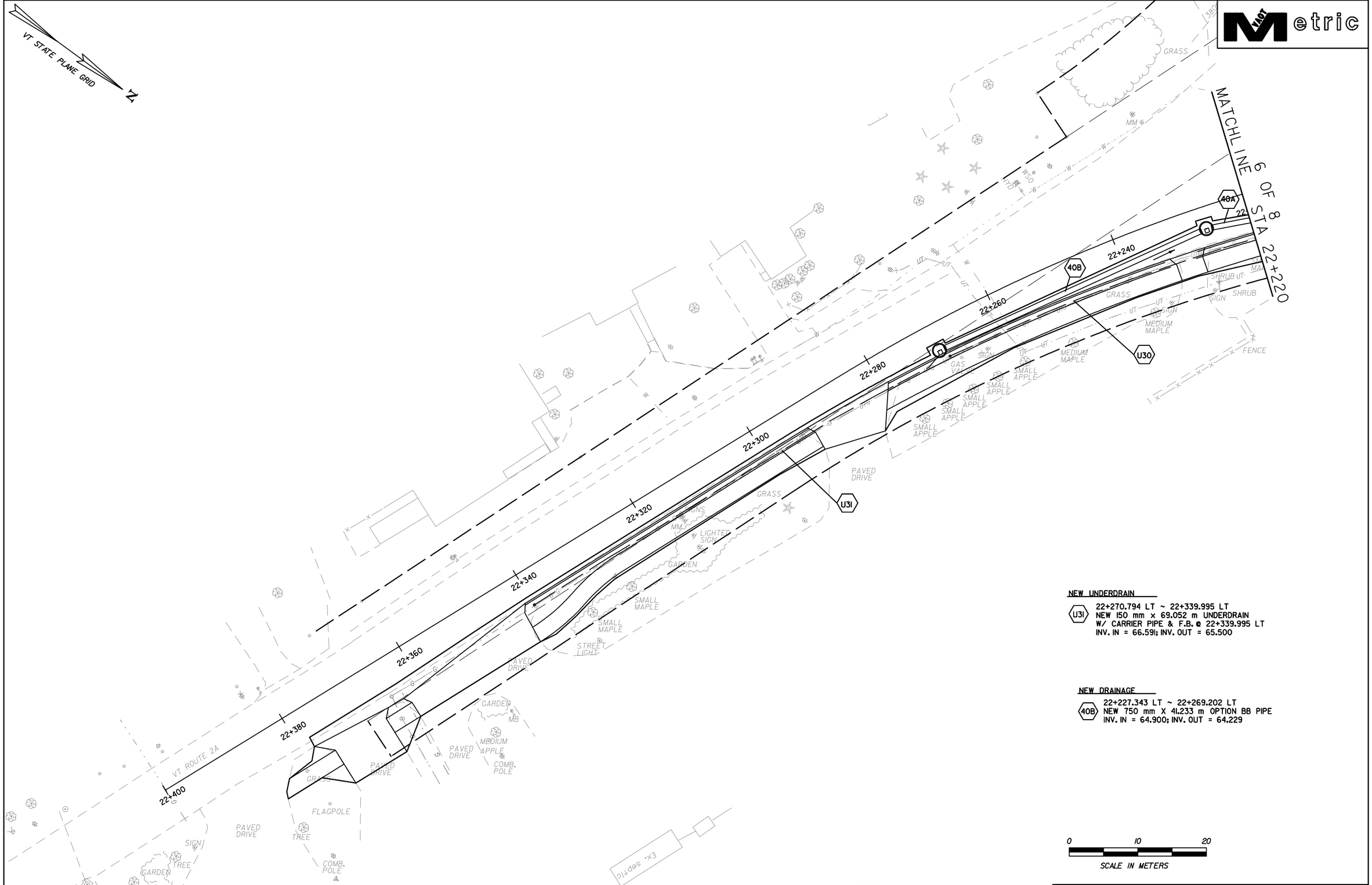
1) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.
2) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.

DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

PROJECT NAME:	Colchester
PROJECT NUMBER:	STP 5600(9)S

FILE NAME: zd206BDR_DRN.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
DRAINAGE PLAN SHEET 6 OF 8	SHEET 39 OF 150



NEW UNDERDRAIN

U31 — 22+270.794 LT ~ 22+339.995 LT
NEW 150 mm x 69.052 m UNDERDRAIN
W/ CARRIER PIPE & F.B. @ 22+339.995 LT
INV. IN = 66.591; INV. OUT = 65.500

NEW DRAINAGE

40B — 22+227.343 LT ~ 22+269.202 LT
NEW 750 mm X 41.233 m OPTION BB PIPE
INV. IN = 64.900; INV. OUT = 64.229

0 10 20
SCALE IN METERS

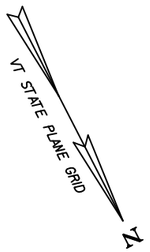
DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

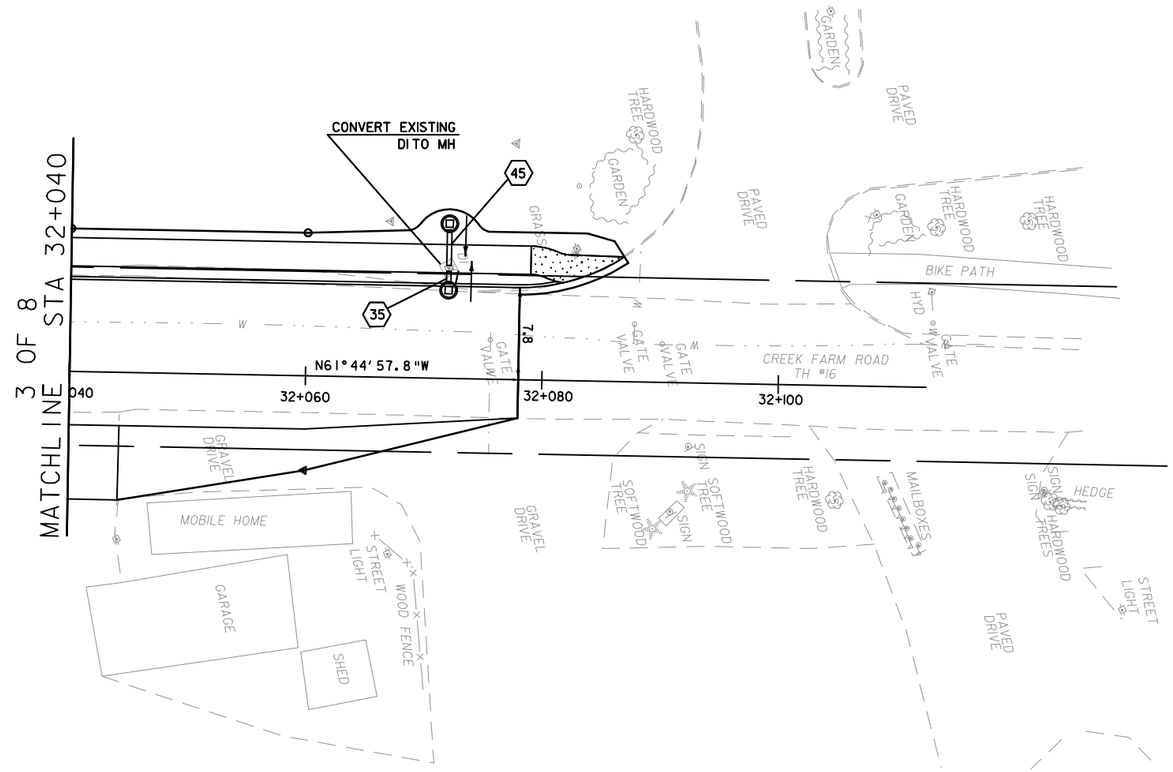
NOTES

1) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.
2) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_DRN.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
DRAINAGE PLAN SHEET 7 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 40 OF 150





REHABING DICB OR MH CLASS II

32+071.973 LT (CONVERT DI TO MH)

NEW DRAINAGE

(35) 32+071.973 LT ~ 32+071.973 LT
NEW 450 mm x 1.089 m OPTION AA PIPE
MATCH EXISTING INVERTS

(45) 32+071.973 LT ~ 32+071.973 LT
NEW 450 mm x 3.112 m OPTION AA PIPE
MATCH EXISTING INVERTS

0 10 20
SCALE IN METERS

NOTES

1) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.
2) SEE UTILITY PLANS FOR LOCATIONS OF PROPOSED UTILITY RELOCATIONS.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_DRN.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
DRAINAGE PLAN SHEET 8 OF 8	SHEET 41 OF 150

VT STATE PLANE GRID

NEW GAS MAIN (BY OTHERS)

G1 2+628.966 LT ~ 2+635.225 LT
NEW 100 mm DRISCO

G2 2+635.225 LT ~ 50+061.849 LT
NEW 100 mm DRISCO

NEW WATER MAIN

W1 2+585.805 LT ~ 2+660.000 LT
NEW 300 mm PIPE

W1A 2+617.700 LT ~ RT
SERVICE LINE TO BE
LOWERED IF NECESSARY
TO OBTAIN 1.83 MIN COVER

NEW TELEPHONE (BY OTHERS)

T1 50+048.367 RT ~ 50+048.367 LT
NEW 4-100 mm PVC W/
250 mm SLEEVE

T2 50+048.367 LT ~ 2+636.104 RT
NEW AERIAL TELEPHONE

T3 50+048.367 LT
NEW 600 mm GUY

T4 50+048.367 LT
NEW 200 mm GUY

NOTES

1) PROPOSED WATER MAIN AND SERVICES SHALL HAVE A MINIMUM OF 1.83 m COVER.
2) SEE SIGNAL PLANS FOR LOCATIONS OF TRAFFIC SIGNALS AND MAST ARMS.
3) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.
4) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.

SEE CROSS SECTIONS FOR SEWER CROSSING DETAIL

WATER MAIN TO BE ABANDONED
2+585.894 LT TO
2+660.000 LT

GAS MAIN TO BE ABANDONED
2+628.966 LT TO
50+061.849 LT

PHONE BOOTH TO BE RELOCATED BY PROPERTY OWNER

MATCHLINE STA 2+660
2 OF 8

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

0 10 20
SCALE IN METERS

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_UTL.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
UTILITY PLAN SHEET 1 OF 8

PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 56 OF 150

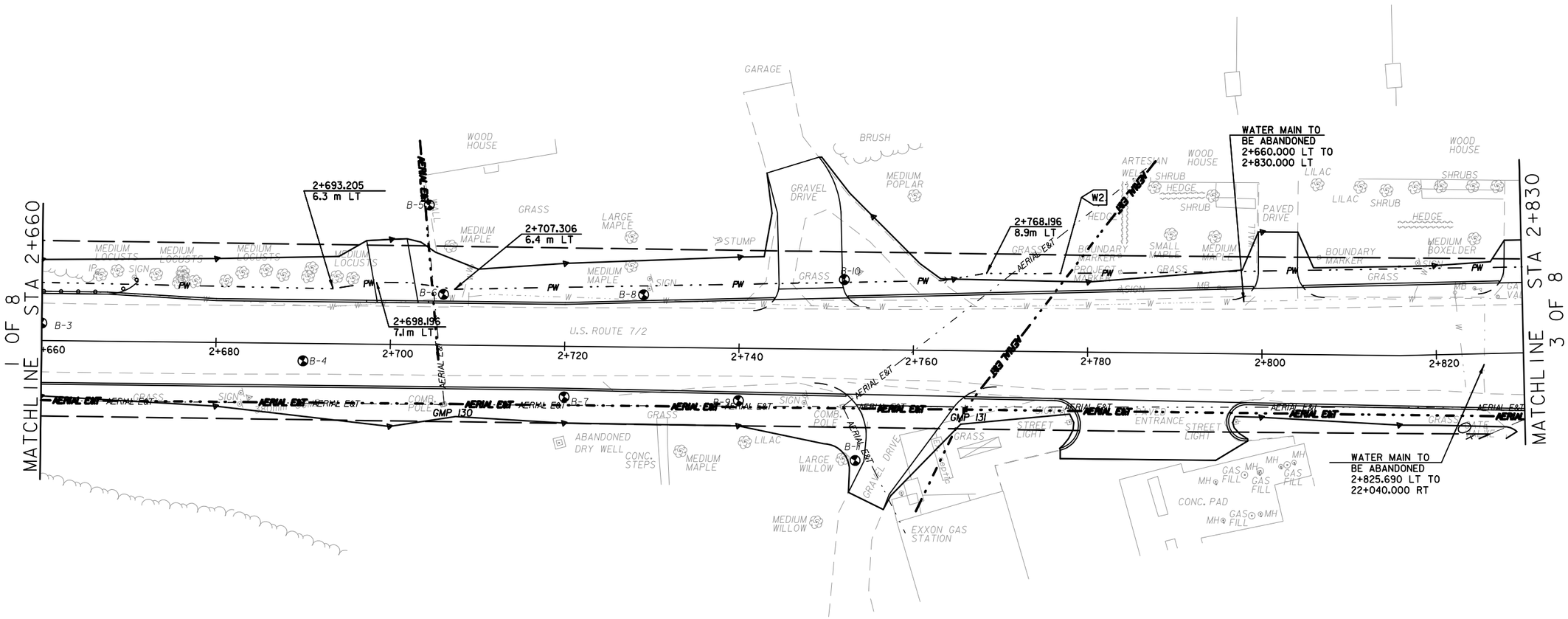
VT STATE PLANE GRID

NOTES

1) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.
2) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.

NEW WATER MAIN

W2 2+660.000 LT ~ 2+830.000 LT
NEW 300 mm PIPE



0 10 20
SCALE IN METERS

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_UTL.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
UTILITY PLAN SHEET 2 OF 8	SHEET 57 OF 150

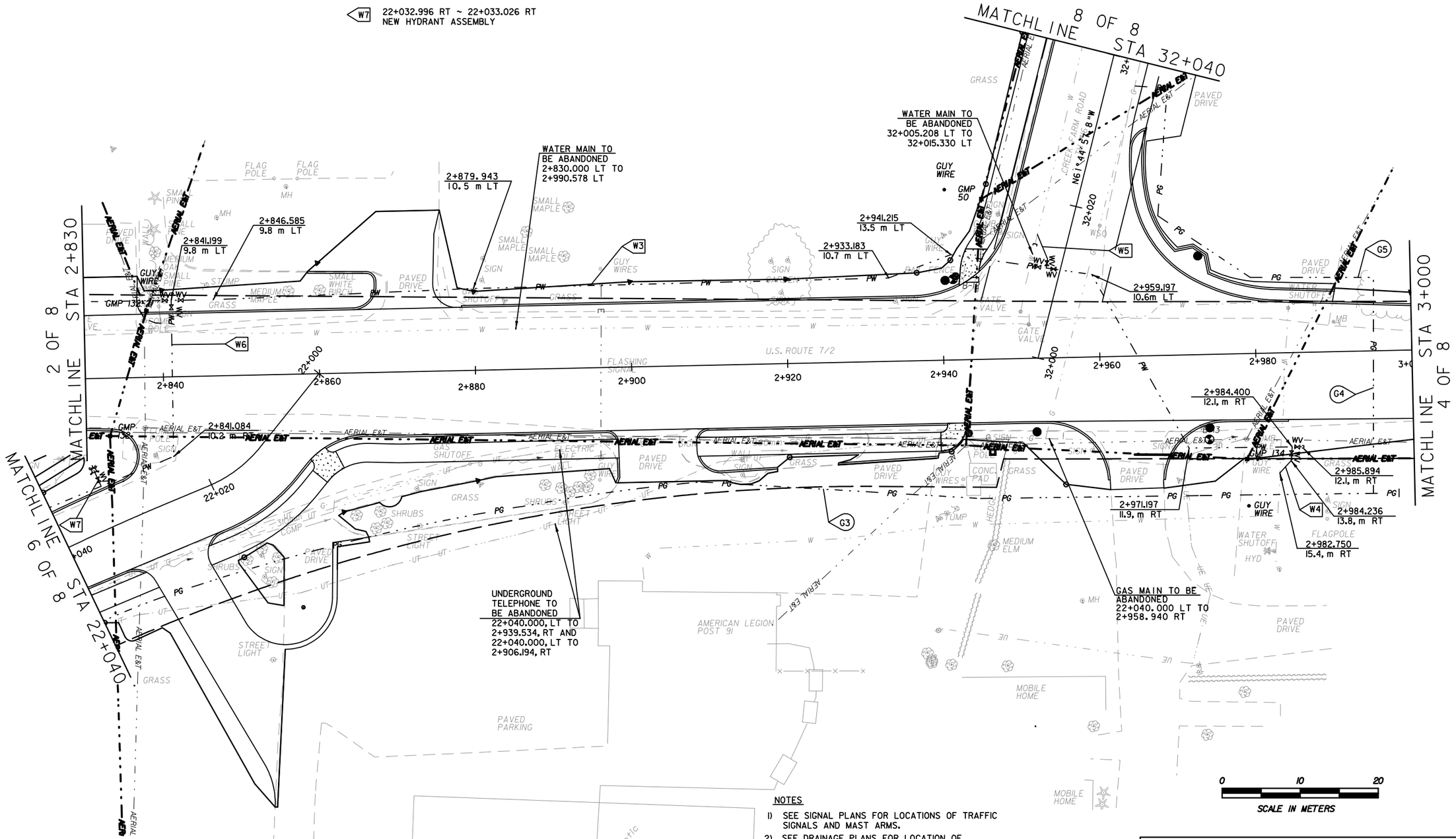
VT STATE PLANE GRID

NEW WATER MAIN

- W3 2+830.000 LT ~ 2+985.894 RT NEW 300 mm PIPE
- W4 2+984.400 RT~ 2+982.750 RT NEW 300 mm PIPE
- W5 32+01.436 LT ~ 32+015.330 LT NEW 300 mm PIPE
- W6 2+841.199 LT ~ 22+040.000 RT NEW 300 mm PIPE
- W7 22+032.996 RT ~ 22+033.026 RT NEW HYDRANT ASSEMBLY

NEW GAS MAIN (BY OTHERS)

- G3 2+997.968 RT ~ 22+040.000 LT NEW 100 mm XTRU
- G4 2+994.686 RT ~ 2+995.285 LT NEW 100 mm XTRU
- G5 2+995.285 LT ~ 32+036.819 RT NEW 100 mm XTRU



NOTES

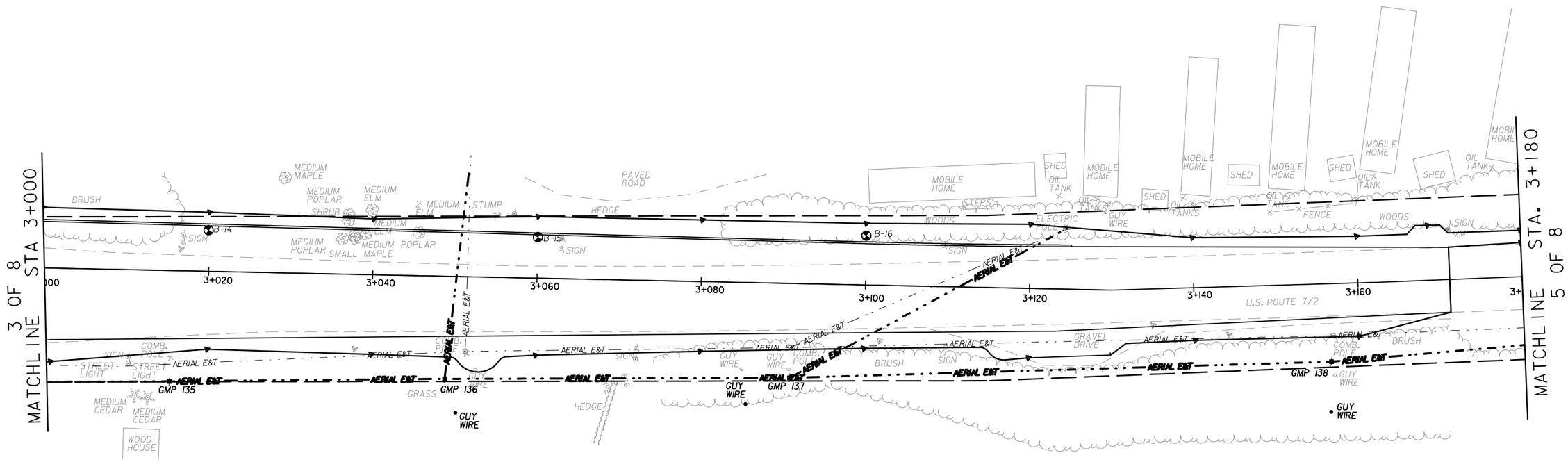
1) SEE SIGNAL PLANS FOR LOCATIONS OF TRAFFIC SIGNALS AND MAST ARMS.
2) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.
3) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.

DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

PROJECT NAME:	Colchester
PROJECT NUMBER:	STP 5600(9)S

FILE NAME: zd206BDR_UTL.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
UTILITY PLAN SHEET 3 OF 8	SHEET 58 OF 150



NOTES

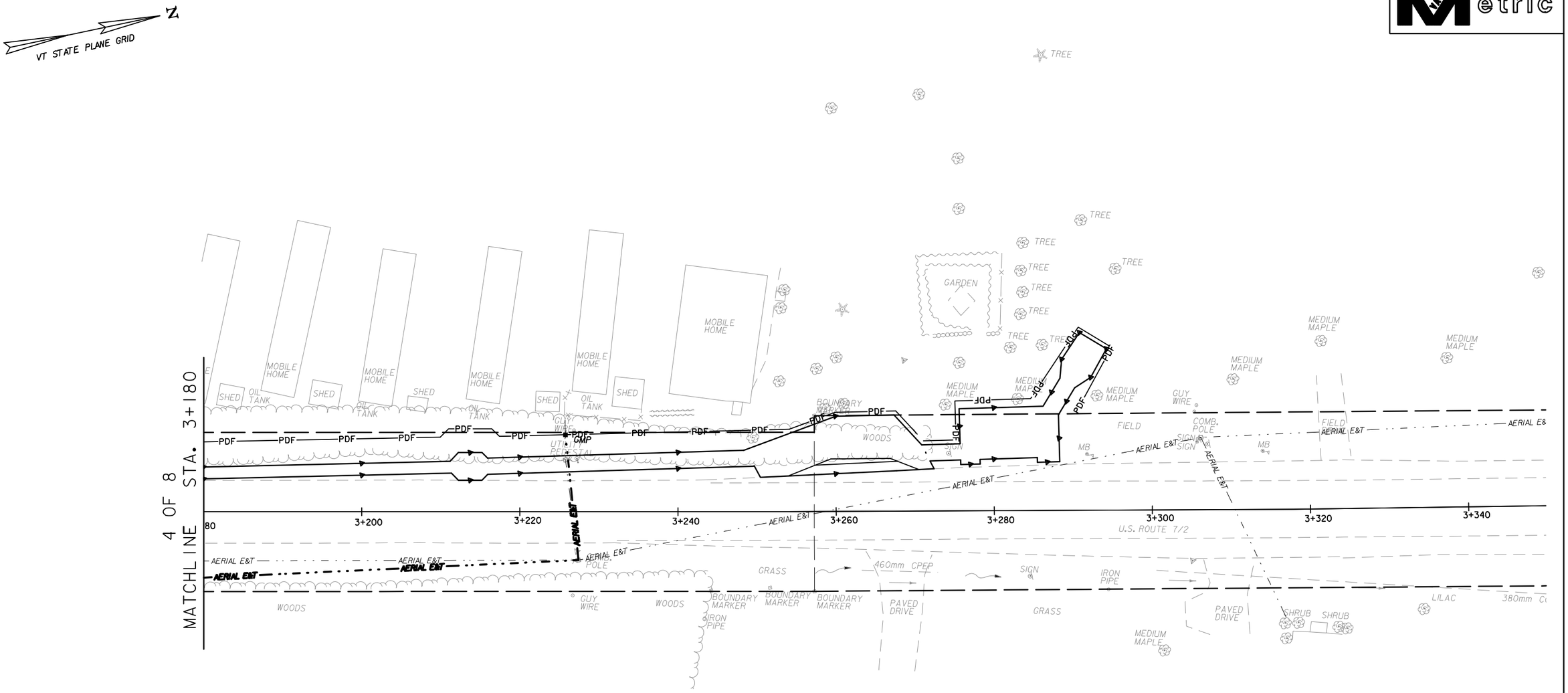
1) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.
2) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.

0 10 20
SCALE IN METERS

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_UTL.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
UTILITY PLAN SHEET 4 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 59 OF 150



NOTES

1) NO PROPOSED UTILITIES ON THIS SHEET.

0 10 20

SCALE IN METERS

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83/96

PROJECT NAME: Colchester

PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_UTL.dgn

PROJECT LEADER: D Bryant

DESIGNED BY: D Bryant

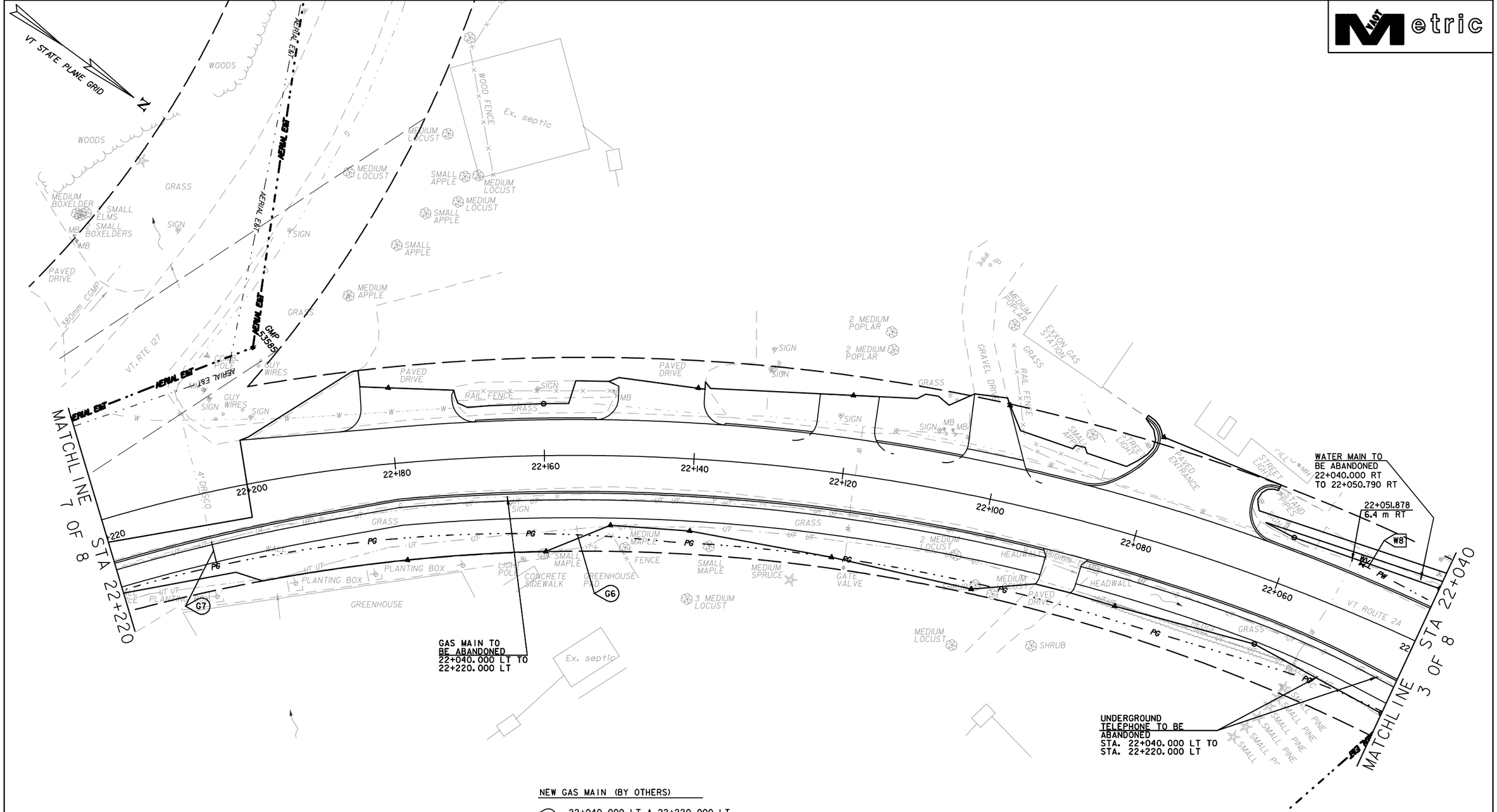
UTILITY PLAN SHEET 5 OF 8

PLOT DATE: 4/26/2012

DRAWN BY: T Kelley

CHECKED BY: D Burhans

SHEET 60 OF 150



NEW GAS MAIN (BY OTHERS)

G6 22+040.000 LT Δ 22+220.000 LT
NEW 100 mm XTRU PIPE

G7 22+206.254 LT Δ 22+206.309 LT
NEW 100 mm XTRU PIPE

NEW WATER MAIN

W8 22+040.000 RT Δ 22+050.790 RT
NEW 300 mm PIPE

0 10 20
SCALE IN METERS

NOTES

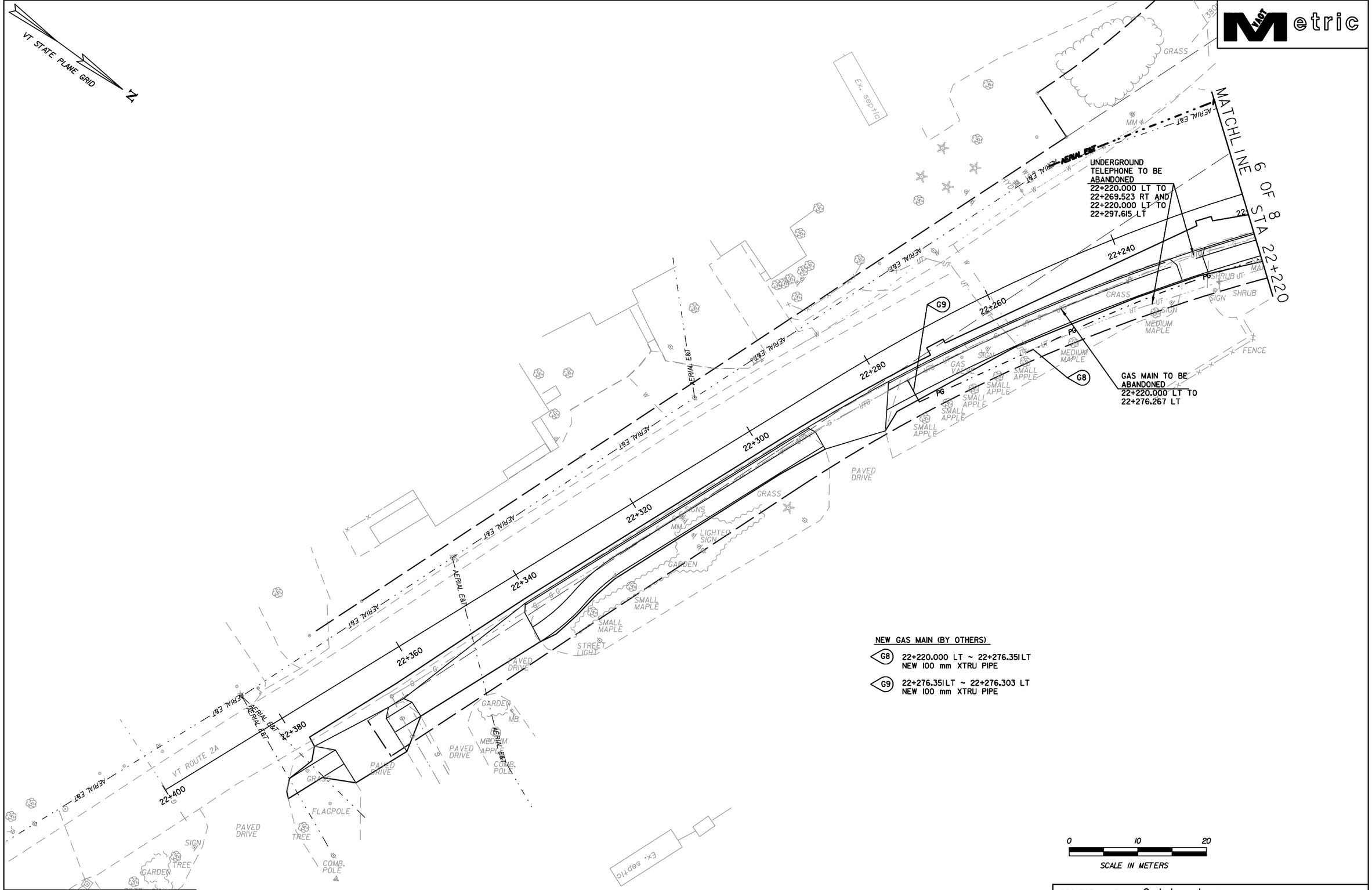
1) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.
2) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_UTL.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
UTILITY PLAN SHEET 6 OF 8

PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 61 OF 150



NEW GAS MAIN (BY OTHERS)

G8 22+220.000 LT ~ 22+276.351 LT
NEW 100 mm XTRU PIPE

G9 22+276.351 LT ~ 22+276.303 LT
NEW 100 mm XTRU PIPE

DATUM

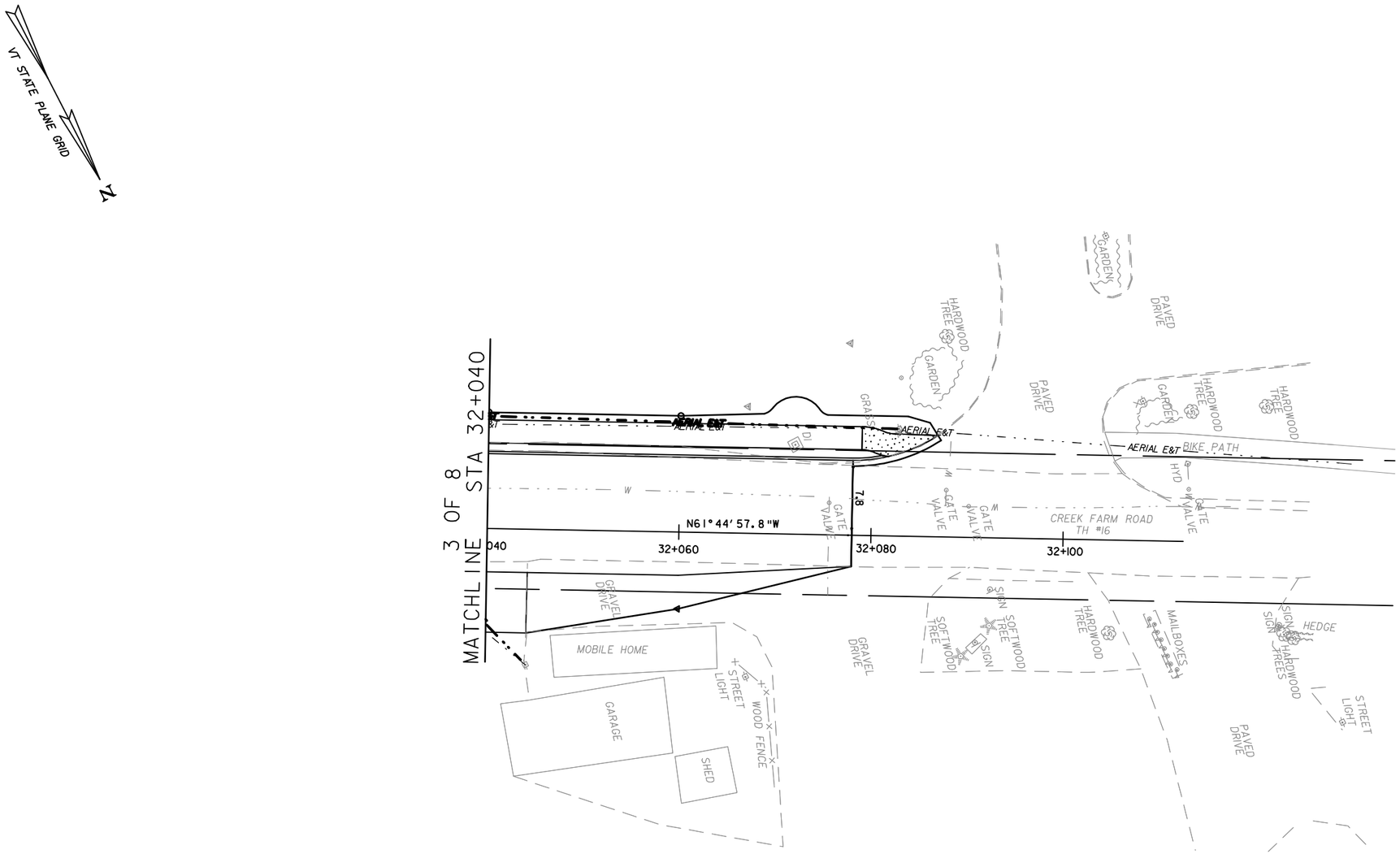
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

NOTES

1) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.
2) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_UTL.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
UTILTY PLAN SHEET 7 OF 8	SHEET 62 OF 150



0 10 20

SCALE IN METERS

NOTES

1) SEE DRAINAGE PLANS FOR LOCATION OF PROPOSED DRAINAGE FACILITIES.
2) SEE CONSTRUCTION PLANS FOR ADDITIONAL PROPOSED FACILITIES.
3) NO PROPOSED UTILITIES ON THIS SHEET.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_UTL.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
UTILITY PLAN SHEET 8 OF 8

PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 63 OF 150

TRAFFIC CONTROL NOTES:

1. TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 641 OF THE STANDARD SPECIFICATION, THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), ITS REVISIONS AND AMENDMENTS, ANY PROVISIONS IN THE PLANS AND/OR PROPOSAL OF THIS PROJECT, AND STATE OF VERMONT STANDARDS.

2. THE CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS SHOWING THE PROPOSED CONSTRUCTION PHASING AND NECESSARY TRAFFIC CONTROL MEASURES TO VTRANS MAINTENANCE DISTRICT 5 AND THE TOWN OF COLCHESTER ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE. THE TRAFFIC CONTROL PLAN SHOWN IS CONSIDERED THE MINIMUM REQUIREMENT FOR SAFE OPERATIONS AND ONLY COVERS THE ROUTE 7 CLOSURE BETWEEN ROUTE 127 AND ROUTE 2A. ADDITIONAL SIGNS AND/OR TRAFFIC CONTROL DEVICES MAY BE REQUIRED AS DETERMINED BY THE RESIDENT ENGINEER. REMAINING PROJECT AREAS SHALL USE TEMPORARY LANE CLOSURES.

3. IN ORDER TO MAINTAIN EFFECTIVE TRAFFIC CONTROL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT THE SIGNS AND OTHER TRAFFIC CONTROL DEVICES ARE IN GOOD CONDITION AND ARE IN PLACE. THE SOLE JUDGE OF THE EFFECTIVENESS OF THE CONTRACTOR'S EFFORT TOWARD THE PROTECTION OF TRAFFIC AND PERSONNEL IS THE RESIDENT ENGINEER.

4. THE CONTRACTOR SHALL TAKE EVERY PRECAUTION TO AVOID DAMAGING EXISTING PAVEMENT, CURBS AND SIDEWALKS NOT SCHEDULED TO BE REPLACED WHEN IT IS NECESSARY TO MOVE EQUIPMENT THROUGH LOCAL STREETS. THE CONTRACTOR SHALL OBSERVE THE RULES, REGULATIONS AND DICTATIONS OF THE LOCAL MUNICIPALITIES REGARDING THE HANDLING OF EQUIPMENT AND SHALL TAKE SUCH PROTECTION MEASURES AS MAY BE ORDERED BY THE RESIDENT ENGINEER. DAMAGES INCURRED BY THE CONTRACTOR THROUGH DISREGARD SHALL BE RESTORED AT HIS SOLE EXPENSE.

5. HIGHWAY PARKING RESTRICTIONS: ONLY SUCH TRUCKS AND EQUIPMENT AS ARE NECESSARY FOR THE CONSTRUCTION OF THIS PROJECT WILL BE PERMITTED TO STOP OR PARK ON THE SHOULDERS OR RIGHT-OF-WAY OF THE HIGHWAY. ALL TRUCKS OR EQUIPMENTSO STOPPED OR PARKED SHALL BE AT LEAST 1.2 m (4 FEET) FROM THE EDGE OF THE THROUGH TRAFFIC LANES. PARKING OR STOPPING ON THE TRAVELED PORTION OF THE ROADWAY WILL NOT BE PERMITTED UNLESS AUTHORIZED BY THE ENGINEER TO MEET FIELD CONDITIONS.

   PRIVATE AUTOMOBILE OR WORKERS WILL NOT BE PERMITTED TO STOP OR PARK ON THE SHOULDERS OR RIGHT-OF-WAY OF THE HIGHWAY.

   EACH OF THE CONTRACTOR'S TRUCKS OR EQUIPMENT USED FOR THE CONSTRUCTION OF THIS PROJECT AND PERMITTED TO PARK OR STOP AS PROVIDED ABOVE SHALL BE EQUIPPED WITH FLASHING LIGHT SIGNALS ON THE FRONT AND REAR AND THE SIGNALS SHALL BE OPERATING AT ALL TIMES WHEN PARKED OR STOPPED ON THE HIGHWAY UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

   THE FLASHING LIGHT SIGNALS SHALL BE VISIBLY DISTINCT FROM AND PHYSICALLY SEPERATE FROM THE HAZARD WARNING SYSTEM REQUIRED BY FEDERAL AND STATE MOTOR VEHICLE LAWS AND REGULATIONS. AT LEAST ONE OF THESE FLASHING LIGHT SIGNALS SHALL BE VISIBLE TO TRAFFIC APPROACHING FROM ANY ANGLES AT ALL TIMES.

   QUALIFIED TRAFFIC CONTROL PERSONNEL SHALL BE EMPLOYED WHENEVER THE CONTRACTOR'S VEHICLES OR EQUIPMENT (INCLUDING THAT WHICH BELONGS TO THE INDIVIDUAL WORKERS) ENTER OR LEAVE THE TRAFFIC FLOW. ALL MOVEMENT, IN OR OUT OF THE TRAFFIC FLOW, SHALL BE WITH THE FLOW OF TRAFFIC.

6. THE CONTRACTOR IS REQUIRED TO MAINTAIN ACCESS TO ALL SIDE ROADS AND CLOSED ROADS AT ALL TIMES. OWNERS AND/OR OCCUPANTS OF COMMERCIAL PROPERTY WITHIN THE PROJECT LIMITS SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF ANY DRIVEWAY WORK THAT WILL CUT OFF ACCESS. THE CONTRACTOR IS REQUIRED TO REESTABLISH ACCESS WITHIN 2 HOURS. LONGER PERIODS WITHOUT ACCESS SHALL BE SCHEDULED AT OFF PEAK DELIVERY AND RETAIL HOURS. RESIDENTIAL OWNERS AND/OR OCCUPANTS SHALL BE NOTIFIED 24 HOURS IN ADVANCE OF WORK THAT WILL CUT OFF ACCESS. THE CONTRACTOR IS REQUIRED TO ALLOW ACCESS TO ALL PROPERTIES AT ALL TIMES FOR EMERGENCY VEHICLES.

7. WHEN SHORT-DURATION ONE-WAY TRAFFIC IS NECESSARY AND IS APPROVED BY THE RESIDENT ENGINEER AND THE TOWN OF COLCHESTER, THE CONTRACTOR SHALL REFER TO THE TYPICAL FLAGMAN OPERATION DETAIL IN THE PLANS AND THE MUTCD FOR TYPICAL CHANNELIZATION AND TRAFFIC CONTROL. ONE-WAY TRAFFIC ON ROUTE 7 SHALL NOT BE PERMITTED BETWEEN THE HOURS OF 7:30 A.M. - 9:00 A.M. AND 3:30 P.M. - 6:00 P.M. WEEKDAYS.

8. ANY EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE CURRENT TRAFFIC CONTROL LAYOUT SHALL BE COVERED UNDER ITEM 646.86 BLACK PAVEMENT MARKING MASKING TAPE. PAINTING OUT EXISTING LINES WILL NOT BE ACCEPTABLE.

9. SIGNS AND SIGN LOCATIONS SHALL BE IN CONFORMANCE WITH THE CURRENT MUTCD, STATE OF VERMONT STANDARDS, AS SHOWN ON THE TRAFFIC CONTROL PLANS AND AS DIRECTED BY THE RESIDENT ENGINEER. SIGN LOCATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. EXACT LOCATIONS SHALL BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.

10. INSTALL SIGNS, SIGNALS AND PAVEMENT MARKINGS AS SHOWN ON THE PLANS PRIOR TO OPENING ANY PORTION OF THE PROJECT TO FINAL AND/OR DETOUR TRAFFIC. CARE MUST BE TAKEN TO ENSURE THAT FINAL BEACONS, SIGNS AND PAVEMENT MARKINGS DO NOT CONFLICT WITH PROPOSED TRAFFIC PATTERNS IN ANY ONE STAGE. FINAL SIGNS AND BEACONS THAT ARE IN PLACE BUT ARE NOT BEING USED SHALL BE COVERED.

11. THE COVERING AND REMOVAL OF EXISTING SIGNS SHALL BE AS ORDERED BY THE ENGINEER. EXISTING SIGNING SHALL BE RETURNED TO THE OWNER OF RECORD. PAYMENT FOR COVERING SIGNS WILL BE INCLUDED IN THE PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL. PAYMENT FOR REMOVAL OF EXISTING SIGNS SHALL BE INCLUDED UNDER THEIR RESPECTIVE ITEMS.

12. CONSTRUCTION SIGNS WITH YIELDING POSTS AND ALL OTHER TEMPORARY TRAFFIC CONTROL DEVICES, INCLUDING TEMPORARY CONCRETE BARRIER, SHALL BE INCLUDED IN ITEM 641.10 TRAFFIC CONTROL (MOD.).

13. BEFORE TRAFFIC CAN UTILIZE CONSTRUCTED ROADWAYS, ALL DRAINAGE STRUCTURES, GUARDRAIL AND BARRIERS SHALL BE IN PLACE.

14. THE CONTRACTOR SHALL SCHEDULE OPERATIONS IN A MANNER THAT REDUCES THE AMOUNT OF TIME THAT NORMAL TRAFFIC FLOWS ARE DISRUPTED.

15. THE CONTRACTOR MAY SUBMIT REVISIONS TO THE TRAFFIC CONTROL PLANS FOR APPROVAL. ANY CHANGE THAT ALTERS THE BASIC CONCEPT OF THE PLANS MUST BE SUBMITTED 4-6 WEEKS IN ADVANCE TO THE AGENCY FOR REVIEW AND APPROVAL.

16. WORK ZONES ON OPPOSITE SIDES OF THE STREET THAT WILL CONSTRICT THE TRAFFIC FLOWS ON THE PLANS SHALL NOT BE PERMITTED.

17. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS WITH THE ACTIVITIES OF THE UTILITY COMPANIES AND OTHER ENTITIES AFFECTED BY THE CONSTRUCTION.

18. SIGNS AT INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT. SIGNS SHALL ONLY BE VISIBLE AT THE TIMES WHEN THE MESSAGE IS PERTINENT, I.E. A "FLAGGER AHEAD" SIGN SHALL ONLY BE VISIBLE TO MOTORISTS WHEN THE FLAGGER IS ACTUALLY DIRECTING TRAFFIC.

19. ALL DROP-OFF AREAS WITHIN CONSTRUCTION AND MAINTENANCE WORK ZONE AREAS SHALL BE PROTECTED FROM ADJACENT TRAVEL LANES IN ACCORDANCE WITH POLICIES FOLLOWED BY THE AGENCY.

20. THE RESIDENT ENGINEER WILL PROVIDE 2 "VTRANS-WORKING TO GET YOU THERE" SIGNS. THE CONTRACTOR IS REQUIRED TO INSTALL THESE SIGNS ON 3 LB/FT FLANGED CHANNEL OR 2" SQUARE STEEL POSTS (2 POSTS PER SIGN). PAYMENT SHALL BE INCLUDED IN ITEM 641.10 TRAFFIC CONTROL (MOD.).

Metric

100mm TEMPORARY WHITE LANE

SWEL:

STA. 2+585 RTE 7 LT TO STA. 50+030 RTE 127 LT

STA. 22+030 RTE 2A LT TO STA. 2+900 RTE 7 LT

100mm TEMPORARY YELLOW LANE

DYCL:

STA. 2+580 RTE 7 ℄ TO STA. 50+030 RTE 127 ℄

STA. 22+030 RTE 2A ℄ TO STA. 2+875 RTE 7 ℄

SYEL:

STA. 2+875 RTE 7 ℄ TO STA. 2+943 RTE 7 LT

100mm TEMPORARY YELLOW LANE

YTL:

STA. 2+875 RTE 7 LT TO STA. 2+943 RTE 7 LT

BLACK PAVEMENT MARKING MASKING TAPE

DYCL:

±STA. 2+580 RTE 7 ℄ TO ±STA. 2+605 RTE 7 ℄

±STA. 50+015 RTE 127 ℄ TO ±STA. 50+030 RTE 127 ℄

±STA. 50+015 RTE 127 LT TO ±STA. 50+030 RTE 127 ℄

SWLL:

±STA. 2+860 RTE 7 LT TO ±STA. 2+900 RTE 7 LT

YTL:

±STA. 50+015 RTE 127 LT TO ±STA 50+030 RTE 127 ℄

STOP BAR.

±STA. 50+015 RTE 127 LT

±STA. 22+012 RTE 2A RT

REMOVAL OF PAVEMENT MARKINGS

LETTERS OR SYMBOLS:

±STA. 50+22	RTE 127 LT	"STOP"
±STA. 50+160	RTE 127 LT	"AHEAD"
±STA. 50+175	RTE 127 LT	"STOP"
±STA. 22+150	RTE 2A RT	"STOP"
±STA. 22+130	RTE 2A RT	"AHEAD"

TEMPORARY CONSTRUCTION NOTES:

A. ALL SIGN STANDS AND POST INSTALLATION SHALL BE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 350 (NCHRP) COMPLIANT.

B. AS A MINIMUM, ROLL-UP SIGN MATERIAL SHALL HAVE ASTM D 4956-01 TYPE VI FLUORESCENT ORANGE RETRO-REFLECTIVE SHEETING.

C. ALL OTHER SIGNS SHALL HAVE ASTM D 4956-01 TYPE VIII RETRO-REFLECTIVE SHEETING.

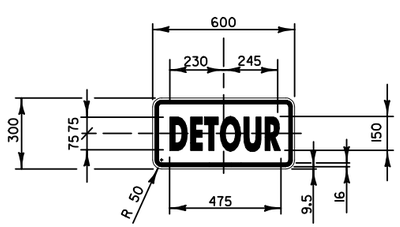
D. ALL STATIONARY SIGNS SHALL BE MOUNTED ON TWO 3 lbs./ft. FLANGED CHANNEL POSTS. NO SIGN POSTS SHALL EXTEND OVER THE TOP EDGE OF SIGN INSTALLED ON SAID POSTS.

E. TEMPORARY WORK ZONE SIGNS ON STEEL POSTS USING STUB DRIVEN IN GROUND (MAXIMUM 4" ABOVE GROUND LEVEL) AND BOLTS FOR SIGN POST ATTACHMENT SHALL BE NCHRP 350 COMPLIANT, IF IN THE CLEAR ZONE.

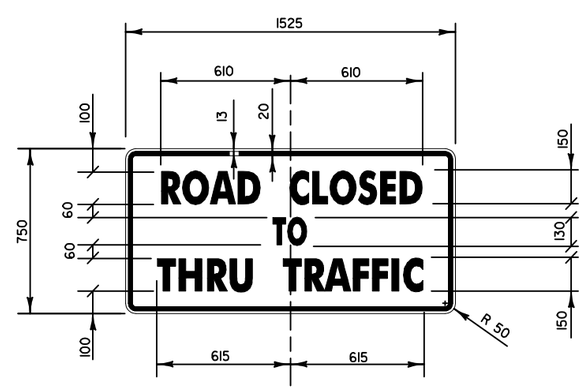
NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.

FLAGGERS ARE REQUIRED FOR ALL DRIVES DURING ONE-WAY TRAFFIC OPERATIONS, THESE FLAGGERS SHALL BE REQUIRED TO ATTEND A 4 HOUR APPROVED TRAINING COURSE. THE CONTRACTOR SHALL PROVIDE THE RESIDENT ENGINEER WITH COPIES OF ALL DOCUMENTATION.

FLAGGERS SHALL WEAR SAFETY APPAREL MEETING REQUIREMENTS OF ISEA "AMERICAN NATIONAL STANDARD OF HIGH-VISIBILITY APPERAL" AND LABELED AS MEETING THE ANSI 107-1999 STANDARD PERFORMANCE FOR CLASS 2 RISK EXPOSURE. INDIVIDUALS ENGAGED IN TRAFFIC CONTROL SHALL WEAR THE HIGH VISIBILITY VEST WITH "TRAFFIC CONTROL" VISABLE, WITHOUT EXCEPTION.



M4-8D



R11-4D

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

COLORS

LEGEND - BLACK (NON-REFL.)

BACKGROUND - ORANGE ASTM D 4956-01 TYPE VIII OR IX RETRO-REFLECTIVE SHEETING.

MATERIALS :
SEE STD. E-136

BLACK TEXT & BORDER
WITH WHITE BACKROUND

PROJECT NAME: Colchester	
PROJECT NUMBER: STP 5600(9)S	
FILE NAME: zd206tc01.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
Traffic Control - Detour, Sht. 1 of 3	SHEET 93 OF 150

VT STATE PLANE GRID

ROAD WORK AHEAD

DETOUR AHEAD

END ROAD WORK

ROAD WORK 1000 FT

150m

SEE DETAIL PREVIOUS SHEET

DETOUR NORTH 7 DETOUR WEST 2

(MOUNT ON TYPE III BARICADE)

ROAD CLOSED

DETOUR

SEE DETAIL PREVIOUS SHEET

ROAD CLOSED TO THRU TRAFFIC

DETOUR

(MOUNT ON TYPE III BARICADE)

STD E-101M

SEE DETAIL PREVIOUS SHEET

DETOUR SOUTH 7 DETOUR EAST 2

SEE DETAIL PREVIOUS SHEET

DETOUR SOUTH 7 DETOUR EAST 2 SOUTH TO 2A 127

LIMIT OF WORK

U.S. ROUTE 7

BAY ROAD

TH 16 (CREEK FARM RD)

COVER EXISTING DOUBLE YELLOW LINES WITH BLACK PAVEMENT MASKING TAPE

TEMPORARY 100mm WHITE LINE

TEMPORARY 100 mm DOUBLE YELLOW LINE

COVER LANE ASSIGNMENT SIGN

COVER STOP SIGN

TEMPORARY 100mm DOUBLE YELLOW LINE

COVER EXISTING YELLOW LINES WITH BLACK PAVEMENT MASKING TAPE

COVER EXISTING STOP BAR AND PAVEMENT MARKINGS WITH BLACK PAVEMENT MASKING TAPE

SEE DETAIL PREVIOUS SHEET

DETOUR SOUTH 7 DETOUR EAST 2 TO 127

VT. ROUTE 127

VT. ROUTE 2A

COVER STOP SIGN

COVER STOP SIGN

COVER EXISTING STOP BAR AND PAVEMENT MARKINGS WITH BLACK PAVEMENT MASKING TAPE

TEMPORARY 100 mm DOUBLE YELLOW LINE

TEMPORARY 200 mm YELLOW LINE (TYP)

SEE DETAIL PREVIOUS SHEET

DETOUR NORTH 7 DETOUR WEST 2

COVER EXISTING PAVEMENT MARKINGS WITH BLACK PAVEMENT MARKING TAPE

COVER "STOP AHEAD SIGN"

COVER EXISTING PAVEMENT MARKINGS WITH BLACK PAVEMENT MARKING TAPE

SEE DETAIL PREVIOUS SHEET

DETOUR NORTH 7 DETOUR WEST 2 TO SOUTH 2A

SEE DETAIL PREVIOUS SHEET

DETOUR NORTH 7 DETOUR WEST 2 SOUTH 2A

COVER EXISTING PAVEMENT MARKINGS WITH BLACK PAVEMENT MASKING TAPE

LIMIT OF WORK

300m

ROAD WORK 500 FT

SEE DETAIL PREVIOUS SHEET

DETOUR SOUTH 7 DETOUR EAST 2

SEE SIGNAL PLANS FOR TEMPORARY SIGNAL AT INTERSECTION OF VT. 2A AND VT 127.

NOTES:

1. PROVIDE TWO CHANGABLE MESSAGE BOARDS WITH THE MESSAGE "ROUTE 7 COLCHESTER UNDER CONSTRUCTION - EXPECT DELAYS". LOCATIONS TO BE COORDINATED WITH THE RESIDENT ENGINEER.
2. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
3. WHILE DETOUR IS IN EFFECT, THE CONTRACTOR WILL COVER ALL EXISTING SIGNS THAT CONFLICT WITH DETOUR TRAFFIC SIGNS. FOR ADDITIONAL INFORMATION SEE EXISTING SIGN/TEMPORARY PAVEMENT MARKING SHEETS.

LEGEND

	WORK ZONE (FULL DEPTH CONSTRUCTION)
	BARREL
	TYPE III BARICADE
	SIGN LOCATION. TEMPORARY MOUNTING
	SIGN MOUNTED ON TYPE III BARICADE
	TEMPORARY PAVEMENT MARKING LINE
	EXISTING PAVEMENT MARKING LINE
DYCL	DOUBLE YELLOW CENTER LINE
SWEL	SOLID WHITE EDGE LINE
SYEL	SOLID YELLOW EDGE LINE
YTL	YELLOW TRANSVERSE LINE

• SEE STD E-136AM - BLACK ARROW ON ORANGE BACKGROUND.

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83/96

0 25 50 75 100

SCALE 1:1000

PROJECT NAME: Colchester

PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206tc02.dgn

PROJECT LEADER: D Bryant

DESIGNED BY: D Bryant

Traffic Control - Detour, Sht. 2 of 3

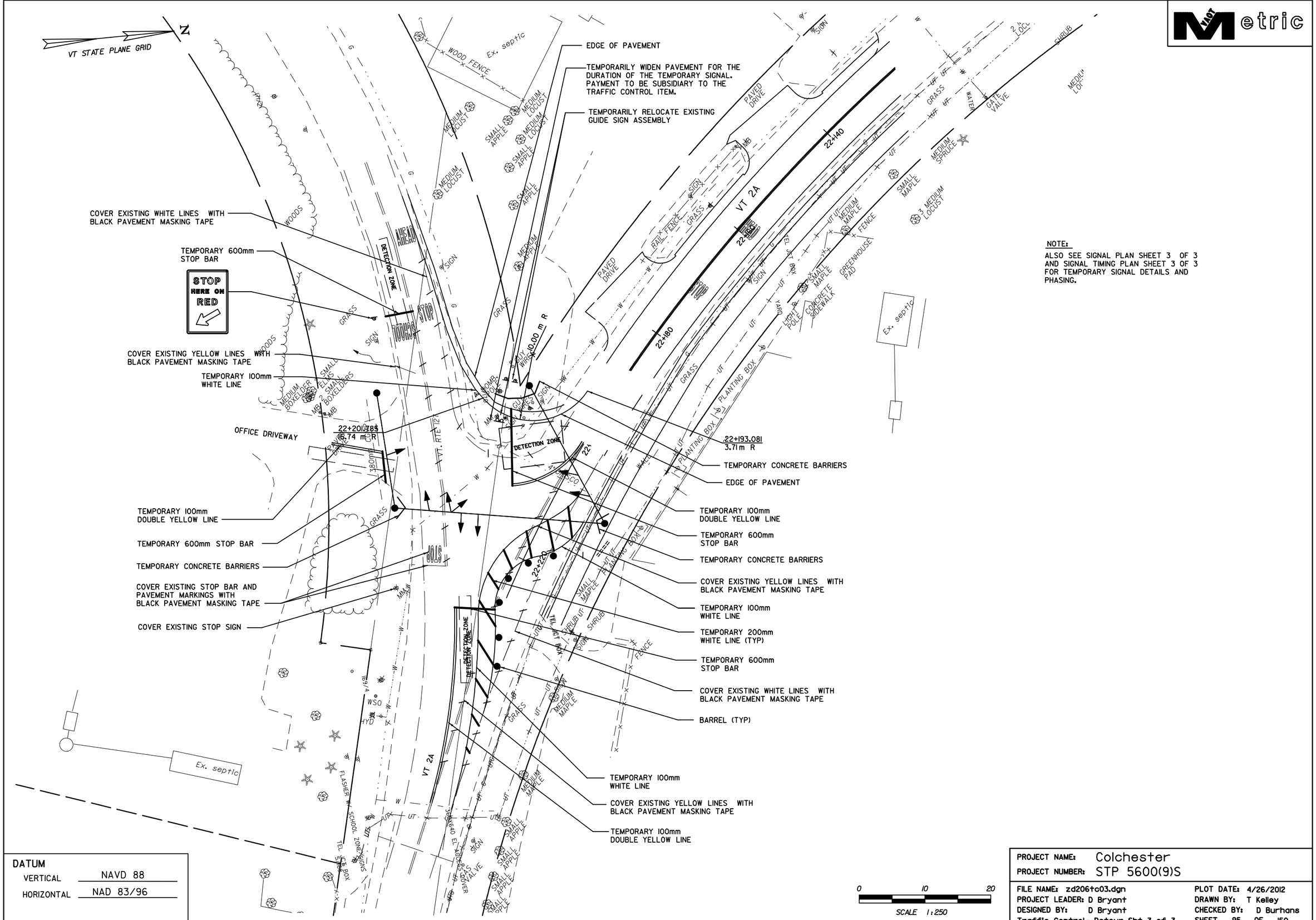
PLOT DATE: 4/26/2012

DRAWN BY: T Kelley

CHECKED BY: D Burhans

SHEET 94 OF 150

Metric



NOTE:

ALSO SEE SIGNAL PLAN SHEET 3 OF 3 AND SIGNAL TIMING PLAN SHEET 3 OF 3 FOR TEMPORARY SIGNAL DETAILS AND PHASING.

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

0 10 20

SCALE 1:250

PROJECT NAME:	Colchester
PROJECT NUMBER:	STP 5600(9)S

FILE NAME: zd206tc03.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
Traffic Control- Detour, Sht. 3 of 3	SHEET 95 OF 150

VT STATE PLANE GRID

646.60 TEMPORARY 100 mm WHITE LINE

SWLL
2+525.000 RT ~ 2+565.700 RT 40.7 m

646.61 TEMPORARY 100 mm YELLOW LINE

DYL
2+500.000 BL ~ 2+565.500 BL 131.0 m
2+615.000 BL ~ 2+660.000 BL 90.0 m
BAY ROAD 40+015.400 BL ~ 40+065.000 BL 103.0 m
VT. RTE 127 50+020.000 BL ~ 50+052.500 BL 65.0 m

646.66 TEMPORARY 600 mm STOP BAR

SL
2+565.500 RT 8.0 m
2+614.900 LT 6.2 m
BAY ROAD 40+015.400 LT 9.3 m
VT. RTE 127 50+020.000 BL ~ 50+027.500 LT 14.3 m

PAVEMENT MARKING ABBREVIATIONS

SWEL	100 mm	SOLID WHITE EDGE LINE
SYEL	100 mm	SOLID YELLOW EDGE LINE
SWLL	100 mm	SOLID WHITE LANE LINE
BWLL	100 mm	BROKEN WHITE LANE LINE
DOTWL	100 mm	DOTTED WHITE LINE
DYL	100 mm	DOUBLE YELLOW LINE
YTL	200 mm	YELLOW TRANSVERSE LINE *
WTL	200 mm	WHITE TRANSVERSE LINE *
SL	600 mm	STOP LINE
SWI		SOLID WHITE PAINT ISLAND

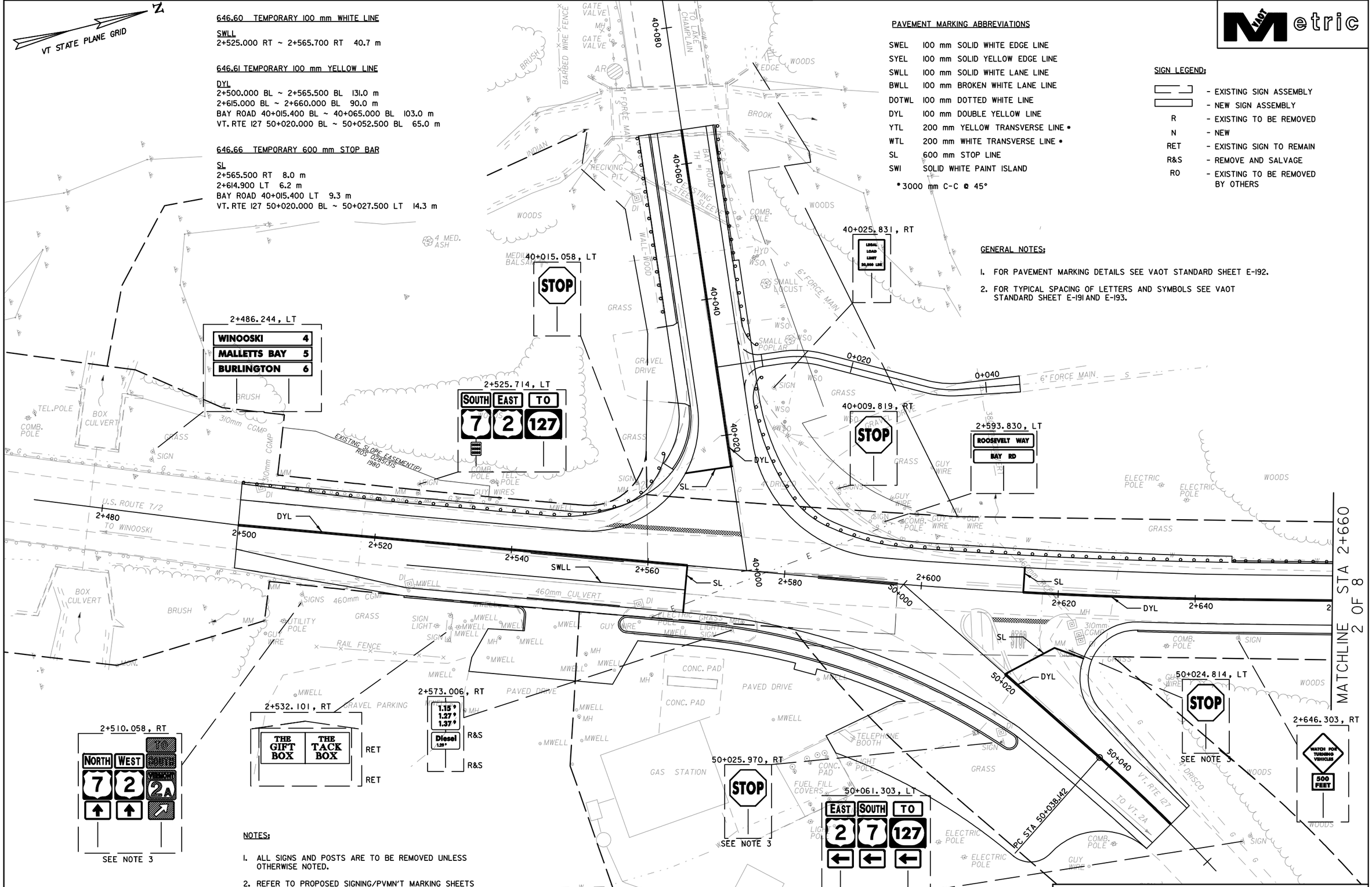
*3000 mm C-C @ 45°

SIGN LEGEND:

- EXISTING SIGN ASSEMBLY
- NEW SIGN ASSEMBLY
- R - EXISTING TO BE REMOVED
- N - NEW
- RET - EXISTING SIGN TO REMAIN
- R&S - REMOVE AND SALVAGE
- RO - EXISTING TO BE REMOVED BY OTHERS

GENERAL NOTES:

1. FOR PAVEMENT MARKING DETAILS SEE VAOT STANDARD SHEET E-192.
2. FOR TYPICAL SPACING OF LETTERS AND SYMBOLS SEE VAOT STANDARD SHEET E-191 AND E-193.



NOTES:

1. ALL SIGNS AND POSTS ARE TO BE REMOVED UNLESS OTHERWISE NOTED.
2. REFER TO PROPOSED SIGNING/PVMN'T MARKING SHEETS FOR PAVEMENT MARKING RELATED DIMENSIONS.
3. DURING DETOUR TRAFFIC STAGE CONTRACTOR WILL COVER EXISTING SIGNS THAT CONFLICT WITH DETOUR SIGNS.

0 10 20
SCALE IN METERS

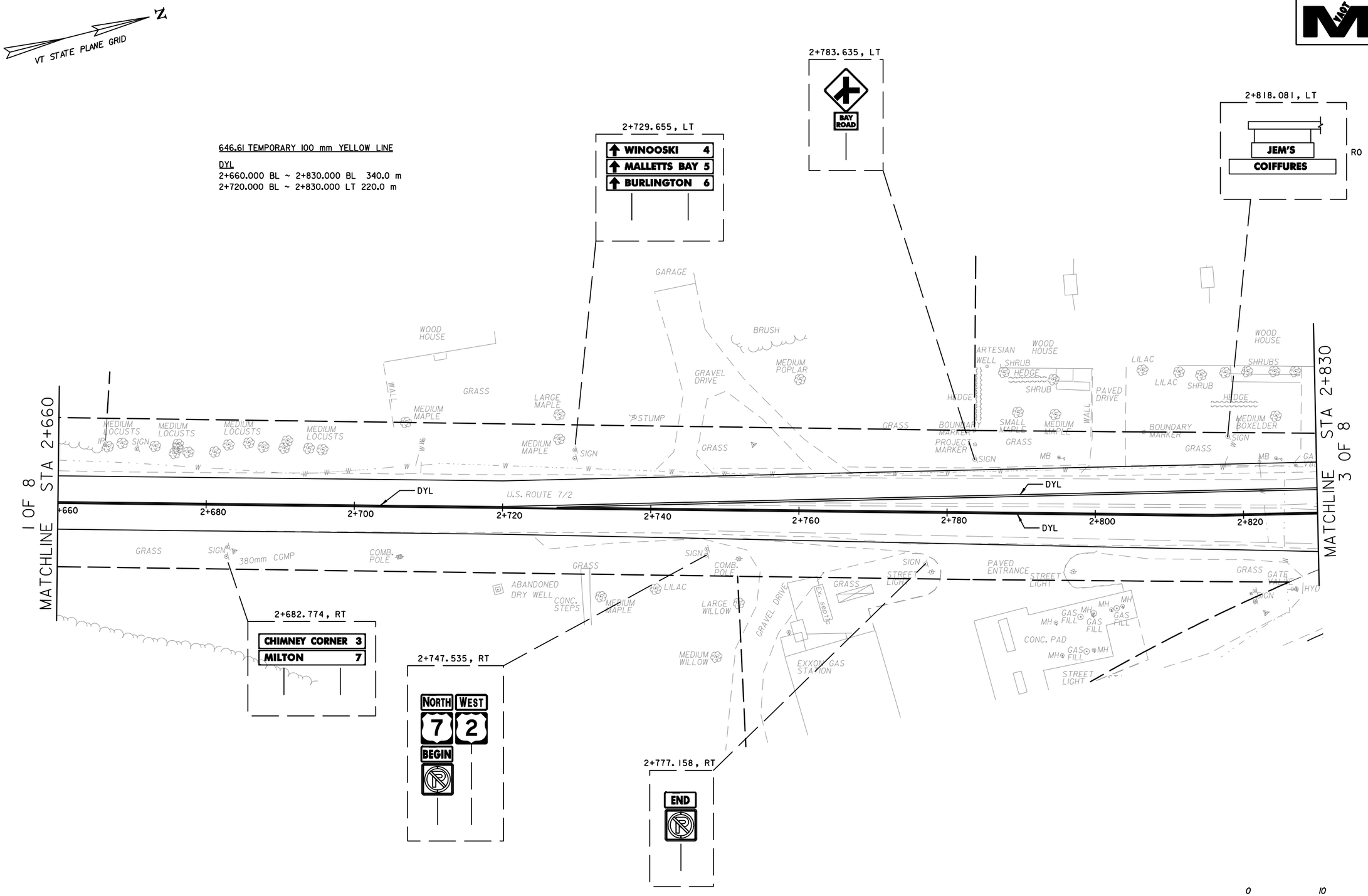
DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPME.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
EXIST SIGN/TEMP. PVMT MARK. SHEET 1 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 96 OF 150

646.61 TEMPORARY 100 mm YELLOW LINE

DYL
2+660.000 BL ~ 2+830.000 BL 340.0 m
2+720.000 BL ~ 2+830.000 LT 220.0 m



NOTES:

1. ALL SIGNS AND POSTS ARE TO BE REMOVED UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.
3. REFER TO PROPOSED SIGNING/PVMN'T MARKING SHEETS FOR PAVEMENT MARKING RELATED DIMENSIONS.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPME.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
EXIST SIGN/TEMP. PVMT MARK. SHEET 2 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 97 OF 150

VT STATE PLANE GRID

646.60 TEMPORARY 100 mm WHITE LINE

SWLL
2+857.100 LT ~ 2+916.700 LT 59.6 m
2+870.000 RT ~ 2+941.100 RT 71.1 m
2+973.900 LT ~ 2+987.800 LT 13.9 m
CREEK FARM ROAD 32+010.100 LT ~ 32+040.000 LT 29.9 m

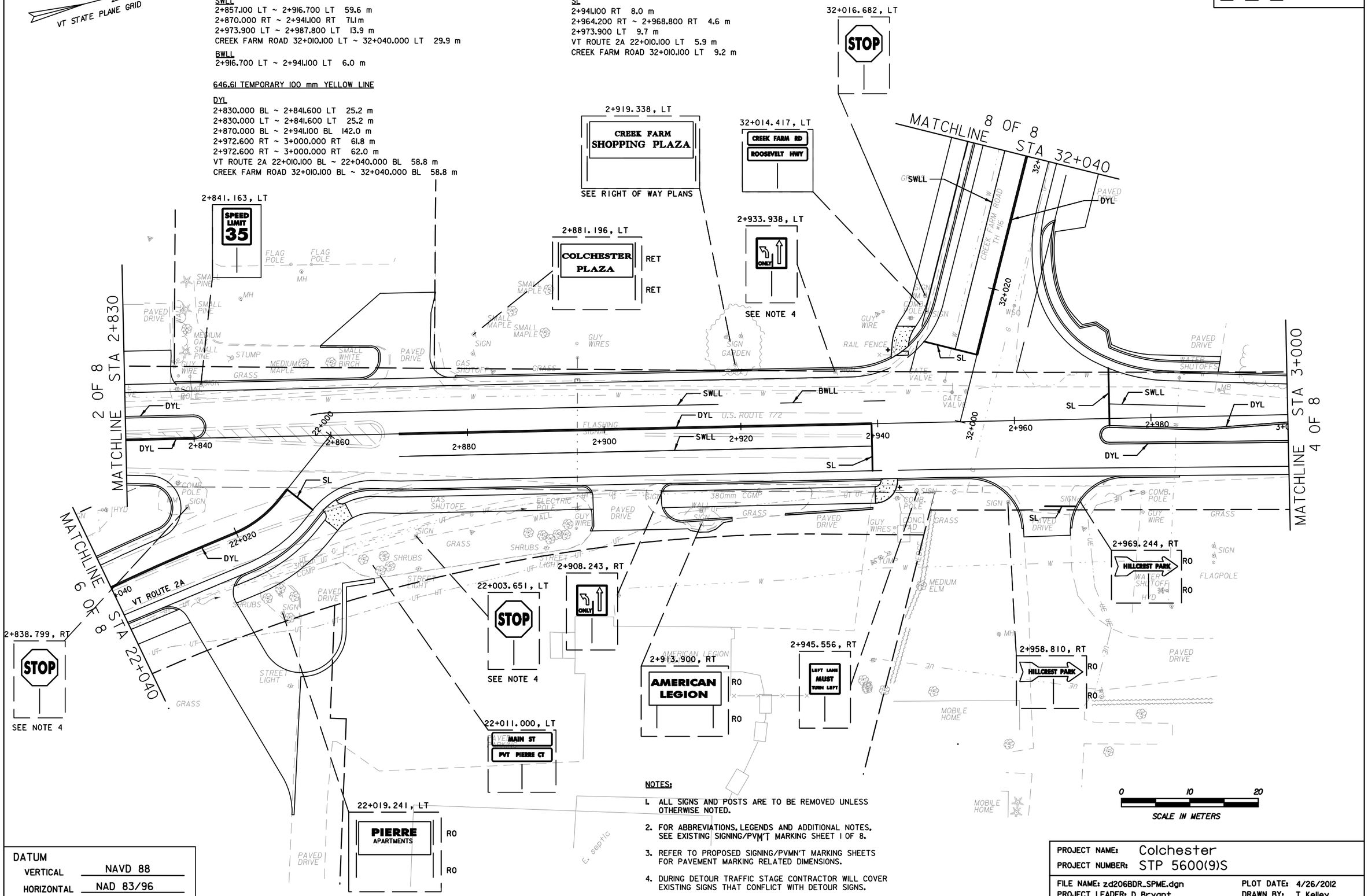
BWLL
2+916.700 LT ~ 2+941.100 LT 6.0 m

646.61 TEMPORARY 100 mm YELLOW LINE

DYL
2+830.000 BL ~ 2+841.600 LT 25.2 m
2+830.000 LT ~ 2+841.600 LT 25.2 m
2+870.000 BL ~ 2+941.100 BL 142.0 m
2+972.600 RT ~ 3+000.000 RT 61.8 m
2+972.600 RT ~ 3+000.000 RT 62.0 m
VT ROUTE 2A 22+010.100 BL ~ 22+040.000 BL 58.8 m
CREEK FARM ROAD 32+010.100 BL ~ 32+040.000 BL 58.8 m

646.66 TEMPORARY 600 mm STOP BAR

SL
2+941.100 RT 8.0 m
2+964.200 RT ~ 2+968.800 RT 4.6 m
2+973.900 LT 9.7 m
VT ROUTE 2A 22+010.100 LT 5.9 m
CREEK FARM ROAD 32+010.100 LT 9.2 m



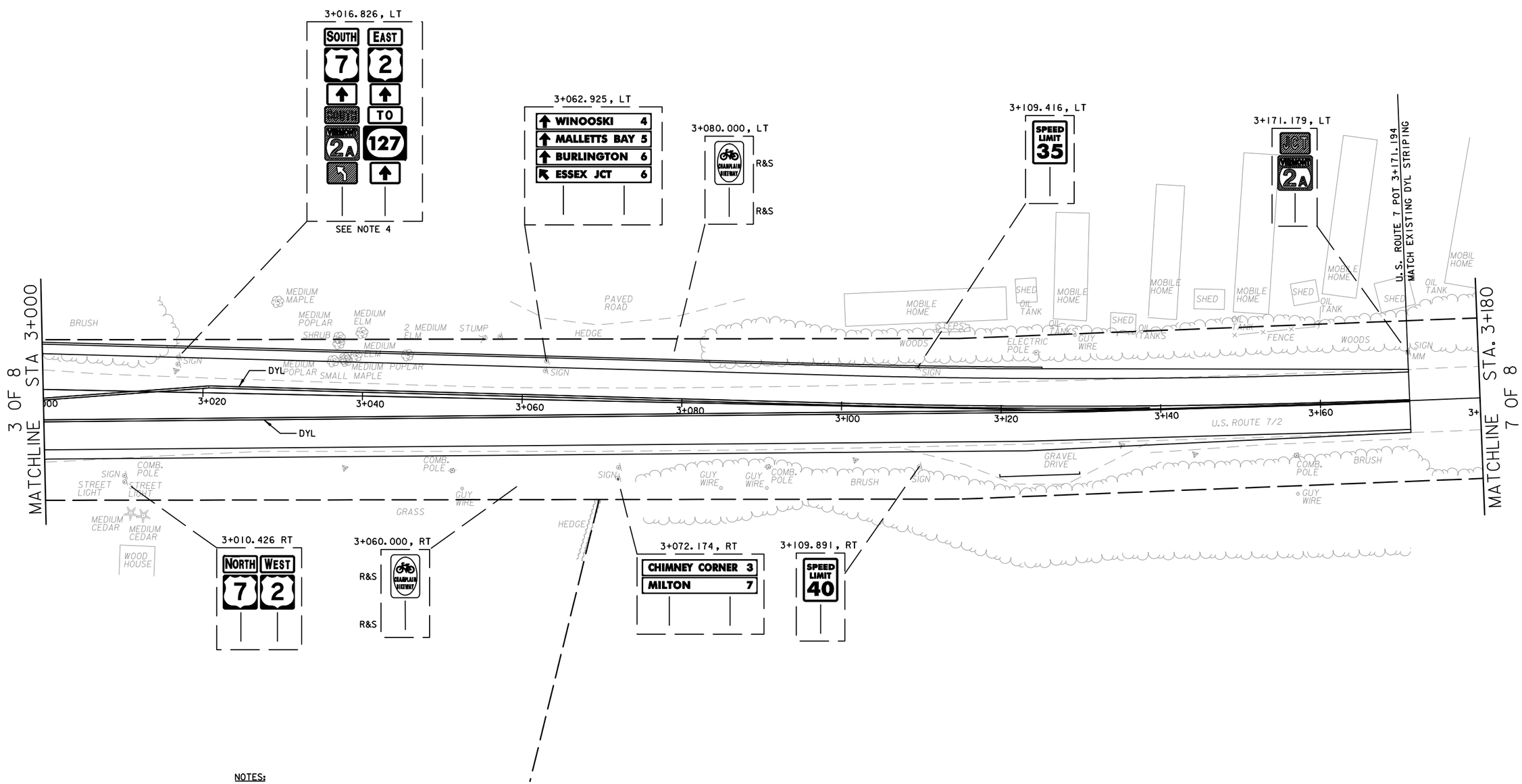
NOTES:

1. ALL SIGNS AND POSTS ARE TO BE REMOVED UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.
3. REFER TO PROPOSED SIGNING/PVMN'T MARKING SHEETS FOR PAVEMENT MARKING RELATED DIMENSIONS.
4. DURING DETOUR TRAFFIC STAGE CONTRACTOR WILL COVER EXISTING SIGNS THAT CONFLICT WITH DETOUR SIGNS.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPME.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
EXIST SIGN/TEMP. PVMT MARK. SHEET 3 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 98 OF 150



NOTES:

1. ALL SIGNS AND POSTS ARE TO BE REMOVED UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.
3. REFER TO PROPOSED SIGNING/PVMN'T MARKING SHEETS FOR PAVEMENT MARKING RELATED DIMENSIONS.
4. DURING DETOUR TRAFFIC STAGE CONTRACTOR WILL COVER EXISTING SIGNS THAT CONFLICT WITH DETOUR SIGNS.

646.61 TEMPORARY 100 mm YELLOW LINE

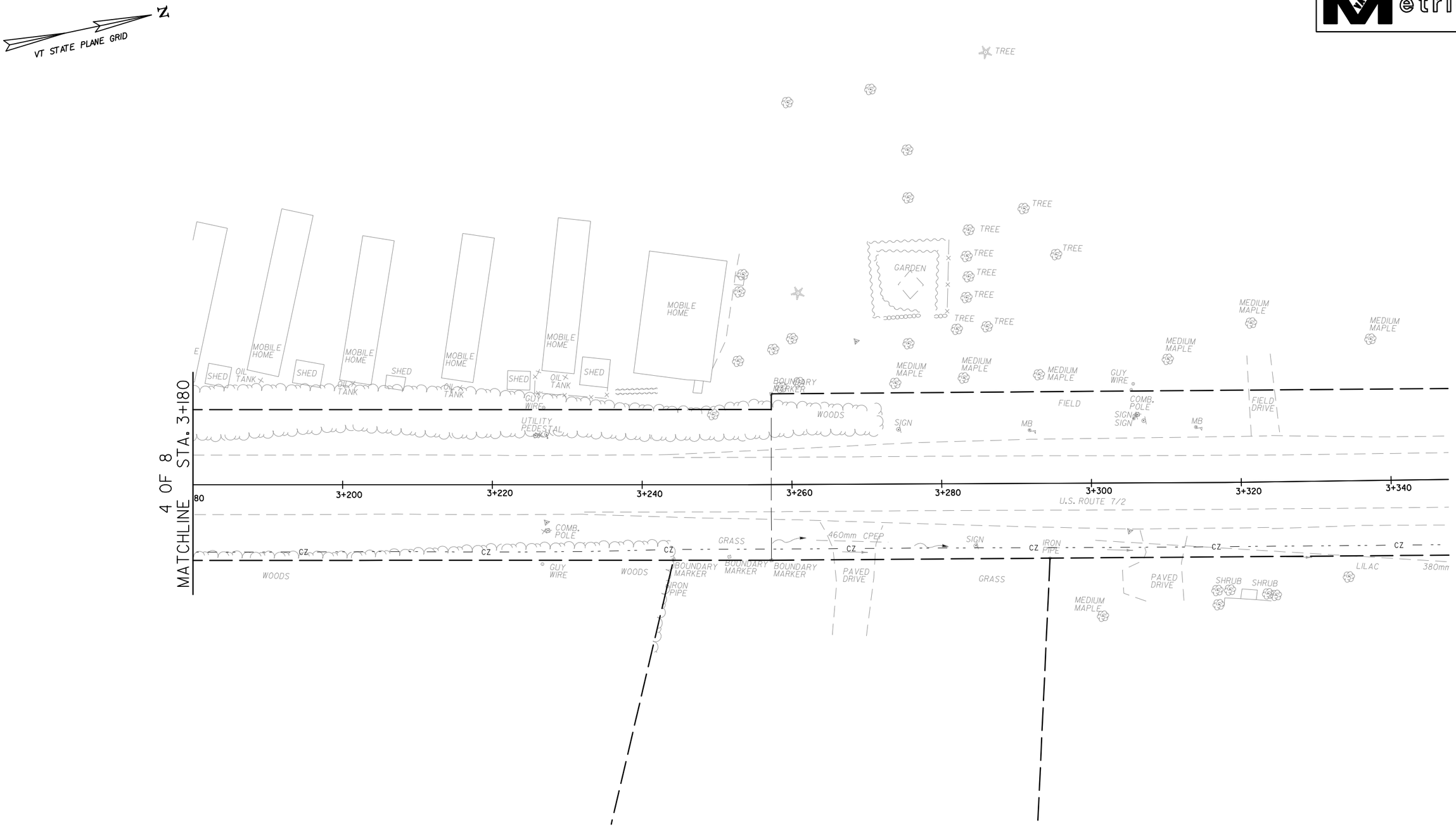
DYL
3+000.000 RT ~ 3+171.200 BL 342.0 m
3+000.000 RT ~ 3+142.200 BL 284.1m

0 10 20
SCALE IN METERS

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPME.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
EXIST SIGN/TEMP. PVMT MARK. SHEET 4 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 99 OF 150



0 10 20

SCALE IN METERS

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83/96

PROJECT NAME: Colchester

PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPME.dgn

PROJECT LEADER: D Bryant

DESIGNED BY: D Bryant

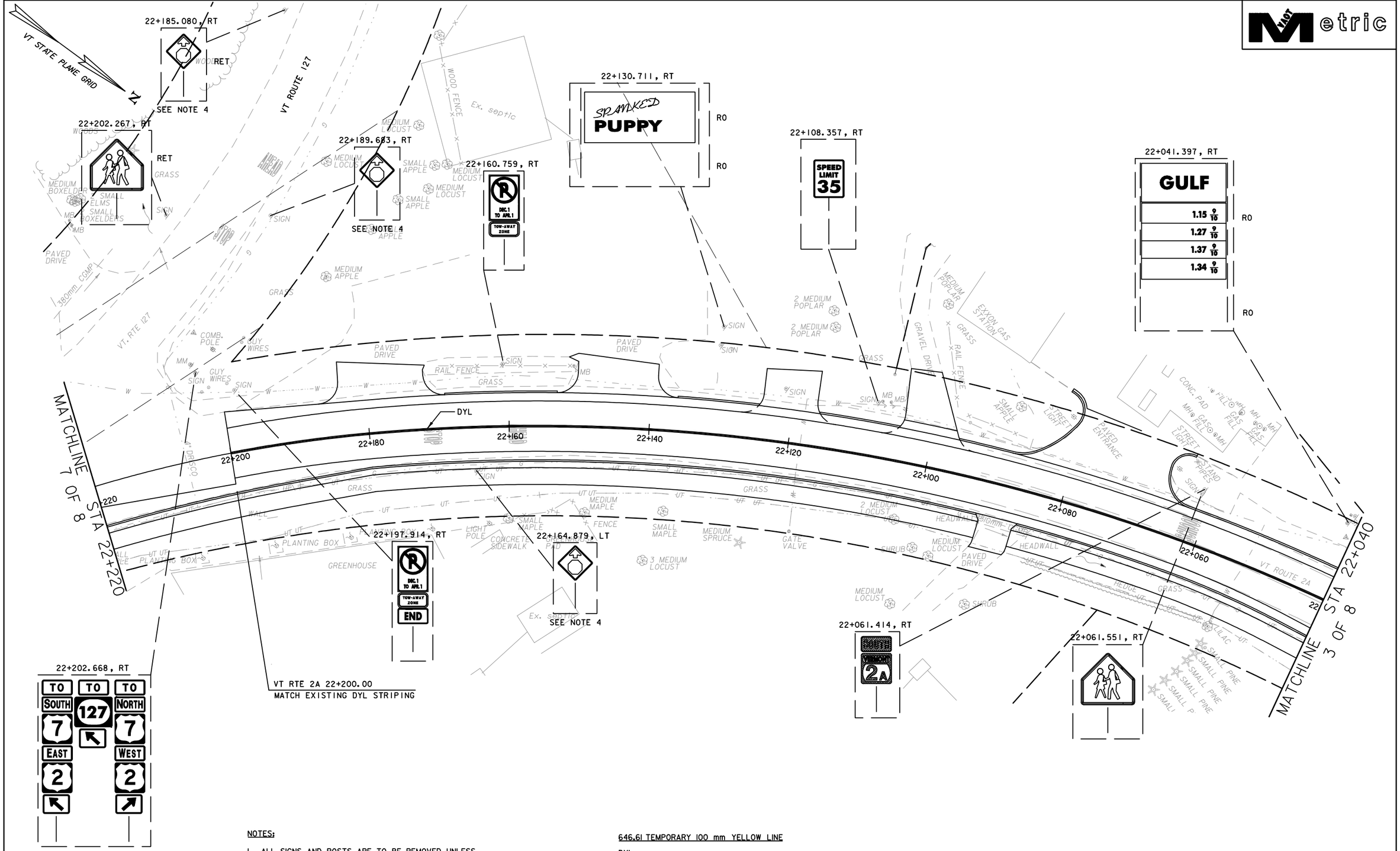
EXIST SIGN/TEMP. PVMT MARK. SHEET 5 OF 8

PLOT DATE: 4/26/2012

DRAWN BY: T Kelley

CHECKED BY: D Burhans

SHEET 100 OF 150



NOTES:

1. ALL SIGNS AND POSTS ARE TO BE REMOVED UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.
3. REFER TO PROPOSED SIGNING/PVMN'T MARKING SHEETS FOR PAVEMENT MARKING RELATED DIMENSIONS.
4. DURING DETOUR TRAFFIC STAGE CONTRACTOR WILL COVER EXISTING SIGNS THAT CONFLICT WITH DETOUR SIGNS.

646.61 TEMPORARY 100 mm YELLOW LINE

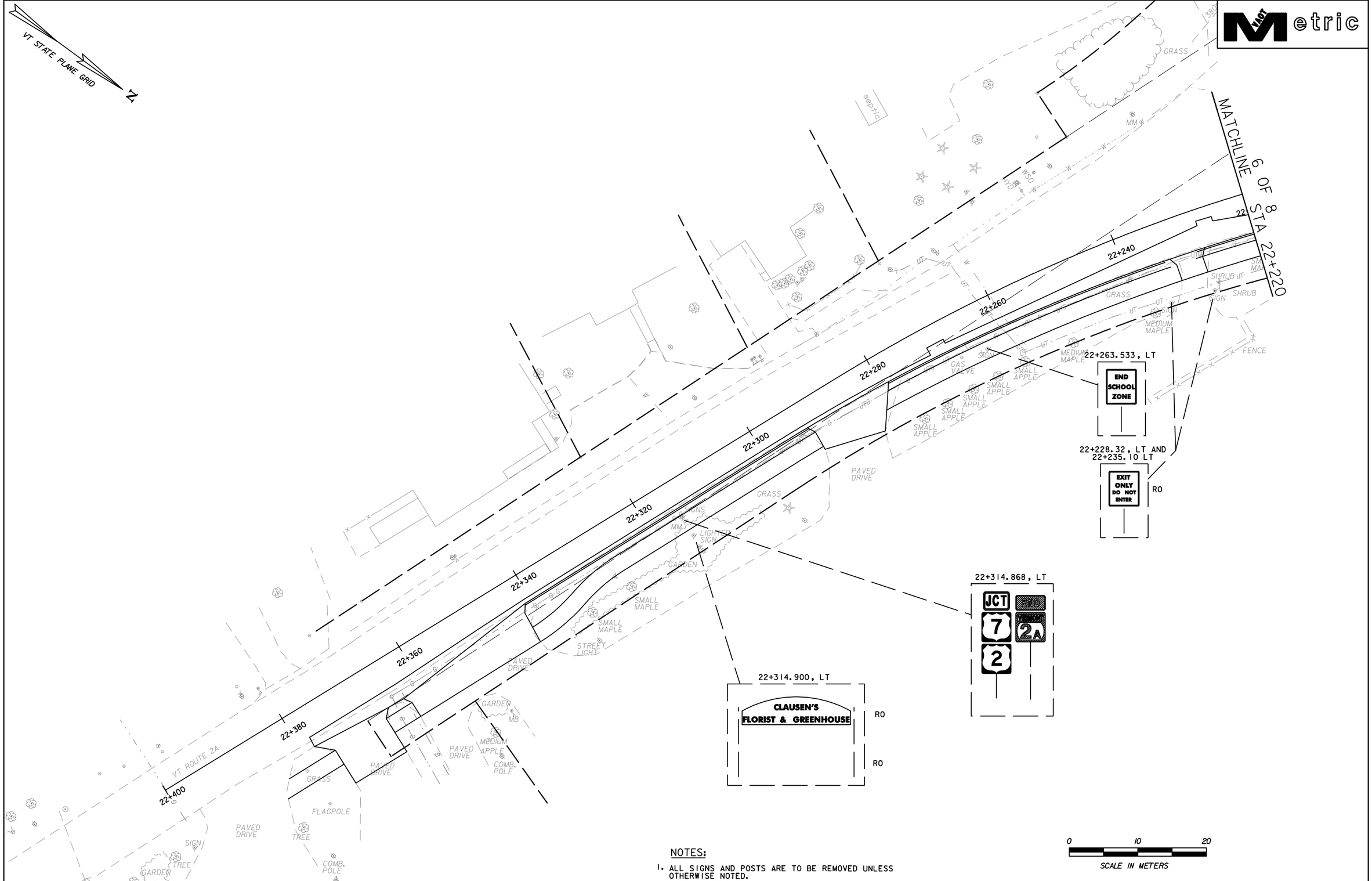
DYL
22+040.000 CL ~ 22+200.000 CL 320.0 m

0 10 20
SCALE IN METERS

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPME.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
EXIST SIGN/TEMP. PVMT MARK. SHEET 6 OF 8	SHEET 101 OF 150



NOTES:

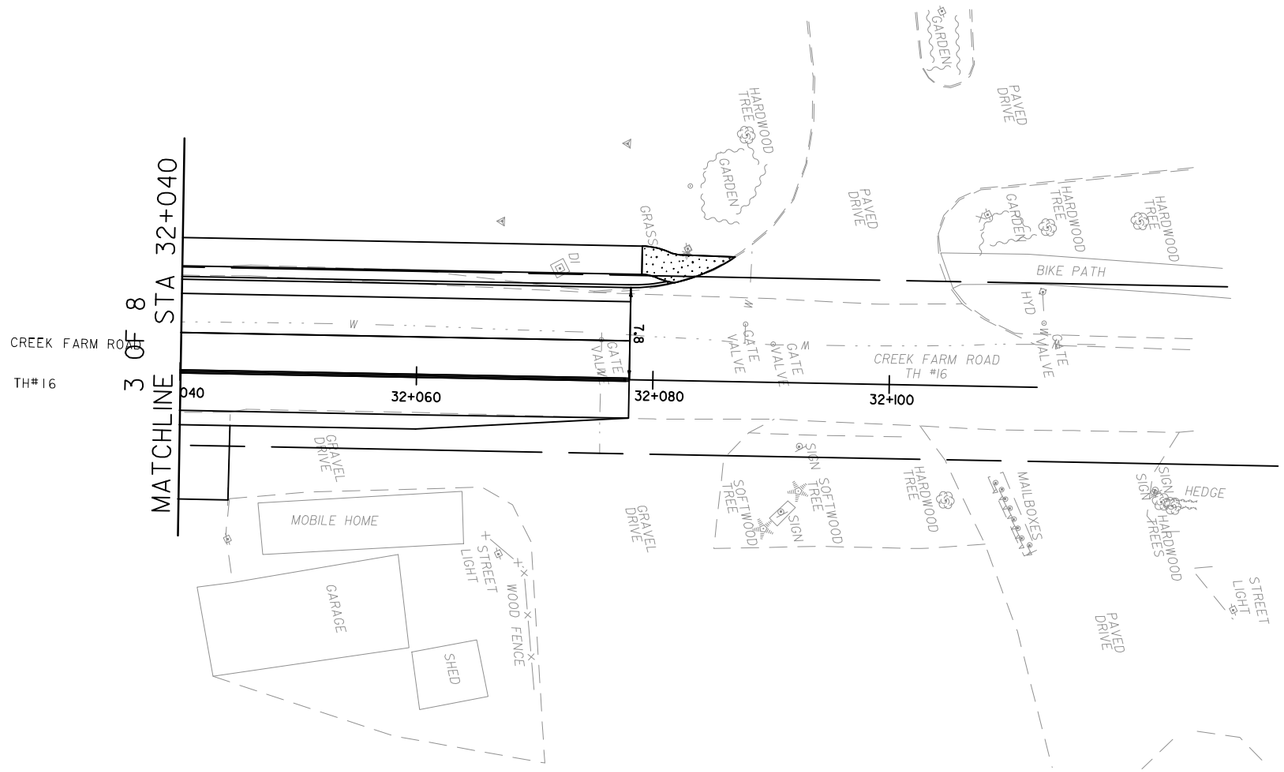
1. ALL SIGNS AND POSTS ARE TO BE REMOVED UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.
3. REFER TO PROPOSED SIGNING/PVMN'T MARKING SHEETS FOR PAVEMENT MARKING RELATED DIMENSIONS.

0 10 20
SCALE IN METERS

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPME.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
EXIST SIGN/TEMP. PVMT MARK. SHEET 7 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 102 OF 150



0 10 20

SCALE IN METERS

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83/96

PROJECT NAME: Colchester

PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPME.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
EXIST SIGN/TEMP. PVMT MARK. SHEET 8 OF 8	SHEET 103 OF 150

VT STATE PLANE GRID

646.40 DURABLE 100 mm WHITE LINE

2+500.000 RT ~ 50+052.330 RT 144.0 m (EDGE LINE)
2+500.000 LT ~ 40+065.000 LT 118.6 m (EDGE LINE)
2+500.000 RT ~ 2+525.000 RT 25.0 m (DOTTED LANE)
2+525.000 RT ~ 2+565.749 RT 40.7 m (TURN LANE)
40+065.000 RT ~ 2+660.000 LT 139.8 m (EDGE LINE)
50+021.209 LT ~ 50+024.973 LT 3.8 m (TURN LANE)
50+022.637 LT ~ 50+024.973 LT 4.5 m (TURN LANE)
50+052.377 LT ~ 2+660.000 RT 66.5 m (EDGE LINE)

646.41 DURABLE 100 mm YELLOW LINE

2+500.000 BL ~ 2+565.749 BL 131.5 m (CENTER LINE)
2+584.911 BL ~ 2+596.521 BL 23.2 m (CENTER LINE)
2+614.907 BL ~ 2+660.000 BL 90.2 m (CENTER LINE)
40+015.362 BL ~ 40+065.000 BL 99.2 m (CENTER LINE)
50+019.805 BL ~ 50+052.377 BL 65.2 m (CENTER LINE)

646.42 DURABLE 200 mm WHITE LINE

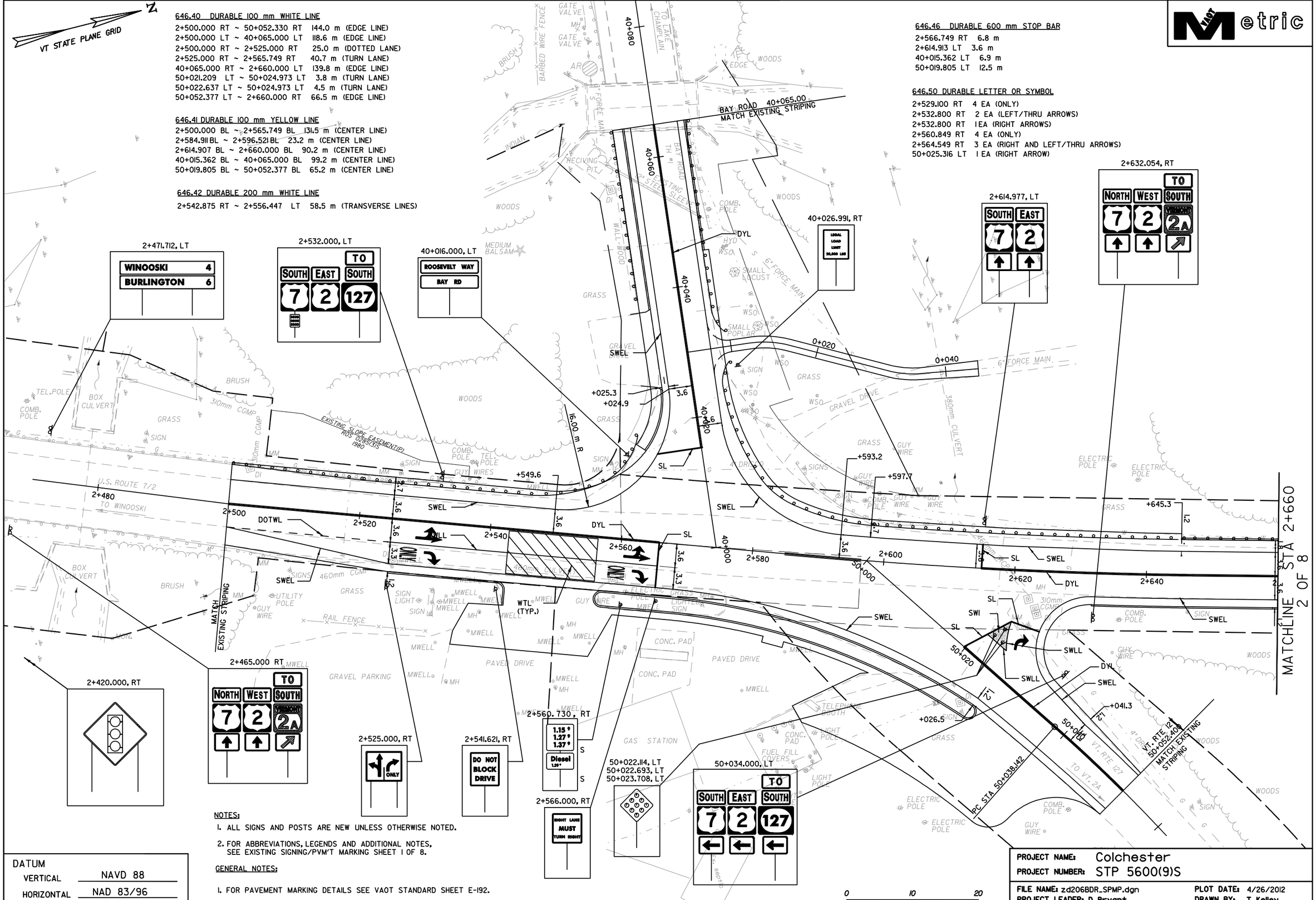
2+542.875 RT ~ 2+556.447 LT 58.5 m (TRANSVERSE LINES)

646.46 DURABLE 600 mm STOP BAR

2+566.749 RT 6.8 m
2+614.913 LT 3.6 m
40+015.362 LT 6.9 m
50+019.805 LT 12.5 m

646.50 DURABLE LETTER OR SYMBOL

2+529.100 RT 4 EA (ONLY)
2+532.800 RT 2 EA (LEFT/THRU ARROWS)
2+532.800 RT 1 EA (RIGHT ARROWS)
2+560.849 RT 4 EA (ONLY)
2+564.549 RT 3 EA (RIGHT AND LEFT/THRU ARROWS)
50+025.316 LT 1 EA (RIGHT ARROW)



NOTES:

1. ALL SIGNS AND POSTS ARE NEW UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.

GENERAL NOTES:

1. FOR PAVEMENT MARKING DETAILS SEE VAOT STANDARD SHEET E-192.
2. FOR TYPICAL SPACING OF LETTERS AND SYMBOLS SEE VAOT STANDARD SHEET E-191 AND E-193.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPMP.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
PROP. SIGN/PVMT MARK. SHEET 1 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Bryant
SHEET 104 OF 150

VT STATE PLANE GRID

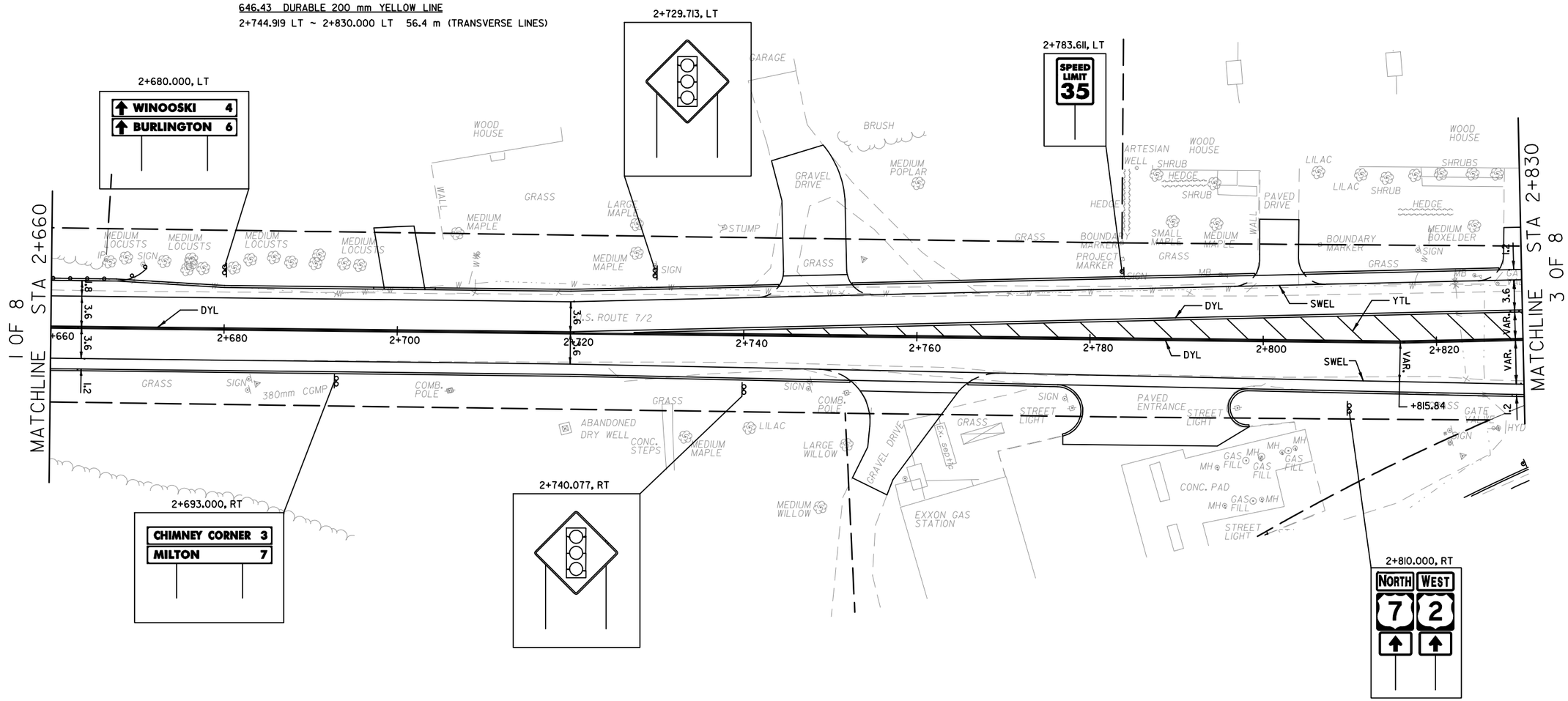
N

Metric

646.40 DURABLE 100 mm WHITE LINE
2+660.000 RT ~ 2+830.000 RT 170.2 m (EDGE LINE)
2+660.000 LT ~ 2+830.000 LT 169.8 m (EDGE LINE)

646.41 DURABLE 100 mm YELLOW LINE
2+660.000 BL ~ 2+830.000 BL 272.5 m (CENTER LINE)
2+727.331 BL ~ 2+830.000 LT 272.56 m (LANE LINE)

646.43 DURABLE 200 mm YELLOW LINE
2+744.919 LT ~ 2+830.000 LT 56.4 m (TRANSVERSE LINES)



0 10 20
SCALE IN METERS

NOTES:

1. ALL SIGNS AND POSTS ARE NEW UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPMP.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
PROP. SIGN/PVMT MARK. SHEET 2 OF 8	SHEET 105 OF 150

VT STATE PLANE GRID

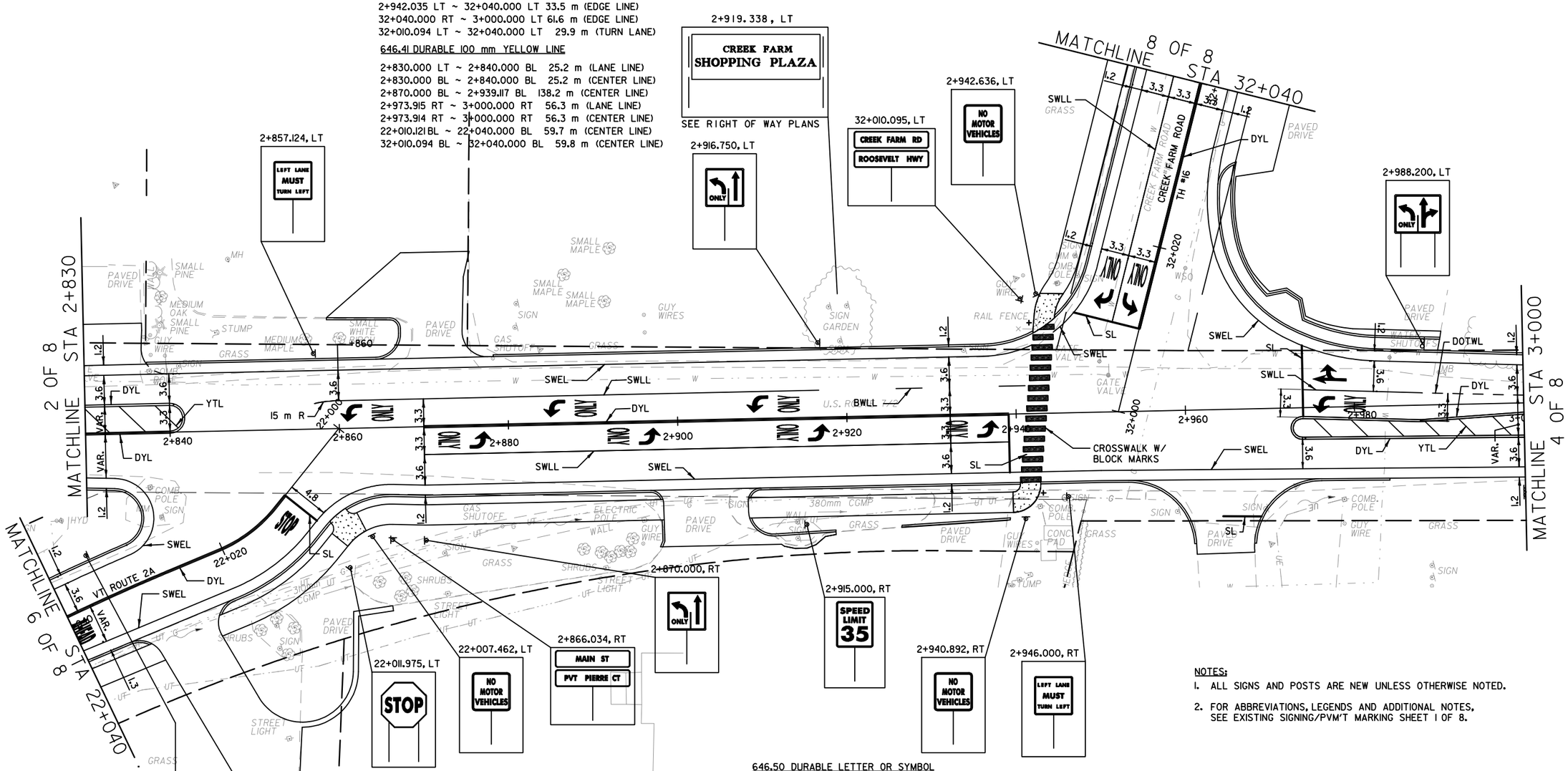
Metric

646.40 DURABLE 100 mm WHITE LINE

2+830.000 RT ~ 22+040.000 RT 26.0 m (EDGE LINE)
2+830.000 LT ~ 2+942.035 LT 112.2 m (EDGE LINE)
2+857.126 LT ~ 2+916.750 LT 59.6 m (TURN LANE)
2+870.000 RT ~ 2+939.117 RT 69.1 m (TURN LANE)
2+916.750 LT ~ 2+941.139 LT 6.1 m (BROKEN LANE LINE)
2+942.868 RT ~ 3+000.000 RT 57.1 m (EDGE LINE)
2+973.914 LT ~ 2+987.916 LT 14.0 m (TURN LANE)
2+987.916 LT ~ 3+000.000 LT 12.1 m (DOTTED LANE)
22+040.000 LT ~ 2+940.471 RT 116.6 m (EDGE LINE)
2+942.035 LT ~ 32+040.000 LT 33.5 m (EDGE LINE)
32+040.000 RT ~ 3+000.000 LT 61.6 m (EDGE LINE)
32+010.094 LT ~ 32+040.000 LT 29.9 m (TURN LANE)

646.41 DURABLE 100 mm YELLOW LINE

2+830.000 LT ~ 2+840.000 BL 25.2 m (LANE LINE)
2+830.000 BL ~ 2+840.000 BL 25.2 m (CENTER LINE)
2+870.000 BL ~ 2+939.117 BL 138.2 m (CENTER LINE)
2+973.915 RT ~ 3+000.000 RT 56.3 m (LANE LINE)
2+973.914 RT ~ 3+000.000 RT 56.3 m (CENTER LINE)
22+010.121 BL ~ 22+040.000 BL 59.7 m (CENTER LINE)
32+010.094 BL ~ 32+040.000 BL 59.8 m (CENTER LINE)



646.43 DURABLE 200 mm YELLOW LINE

2+830.000 LT ~ 2+840.975 LT 12.4 m (TRANSVERSE LINES)
2+975.159 RT ~ 3+000.000 RT 16.8 m (TRANSVERSE LINES)

646.46 DURABLE 600 mm STOP BAR

2+939.117 RT 6.8 m
2+973.915 LT ~ RT 8.4 m
22+010.121 LT 4.8 m
32+010.094 LT 8.0 m

646.50 DURABLE LETTER OR SYMBOL

2+860.200 LT 1 EA (LEFT ARROW)
2+863.900 LT 4 EA (ONLY)
2+874.213 RT 4 EA (ONLY)
2+877.913 RT 1 EA (LEFT ARROW)
2+884.200 LT 1 EA (LEFT ARROW)
2+887.900 LT 4 EA (ONLY)
2+894.213 RT 4 EA (ONLY)
2+897.913 RT 1 EA (LEFT ARROW)
2+908.200 LT 1 EA (LEFT ARROW)
2+914.213 RT 4 EA (ONLY)
2+911.900 LT 4 EA (ONLY)
2+917.913 RT 1 EA (LEFT ARROW)
2+934.213 RT 4 EA (ONLY)
2+937.913 RT 1 EA (LEFT ARROW)
2+975.114 LT 3 EA (LEFT AND RIGHT/THRU ARROWS)
2+978.867 LT 4 EA (ONLY)
22+011.323 LT 4 EA (STOP)
32+011.295 LT 2 EA (RIGHT AND LEFT ARROWS)
32+014.995 LT 8 EA (ONLY)

646.51 DURABLE CROSSWALK W/DIAGONAL LINES

2+941.572 RT ~ 2+943.828 LT

NOTES:

1. ALL SIGNS AND POSTS ARE NEW UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.

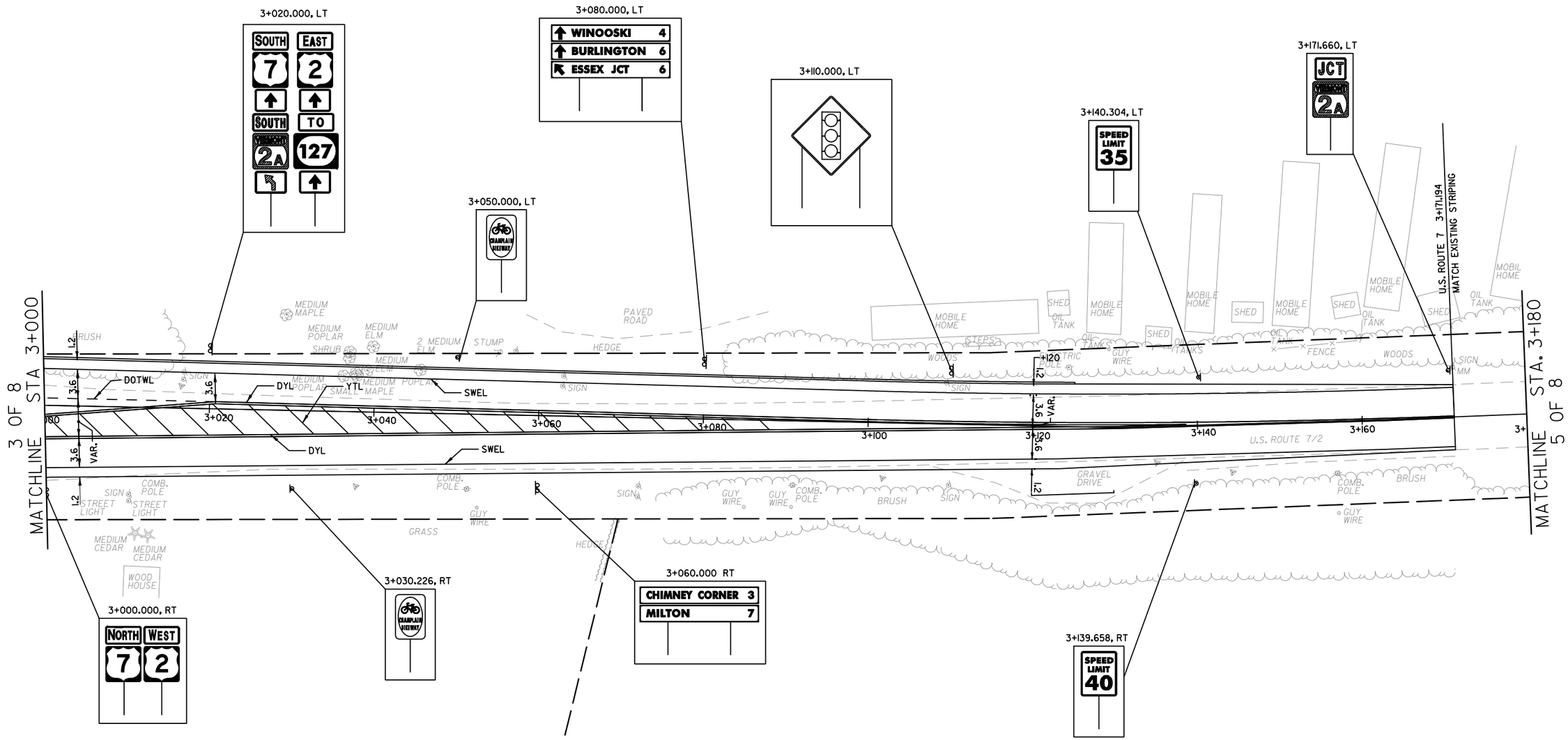
0 10 20
SCALE IN METERS

DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

PROJECT NAME:	Colchester
PROJECT NUMBER:	STP 5600(9)S

FILE NAME: zd206BDR_SPMP.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: T Kelley
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
PROP. SIGN/PVMT MARK. SHEET 3 OF 8	SHEET 106 OF 150



646.40 DURABLE 100 mm WHITE LINE

3+000.000 LT ~ 3+171.194 LT 171.2 m (EDGE LINE)
3+000.000 RT ~ 3+171.194 RT 171.2 m (EDGE LINE)
3+000.000 LT ~ 3+020.731 LT 20.7 m (DOTTED LANE LINE)

646.41 DURABLE 100 mm YELLOW LINE

3+000.000 RT ~ 3+138.604 BL 277.3 m (LANE LINE)
3+000.000 RT ~ 3+171.194 BL 342.18 m (CENTER LINE)

646.43 DURABLE 200 mm YELLOW LINE

3+000.000 RT ~ 3+088.045 RT 79.8 m (TRANSVERSE LINES)

NOTES:

1. ALL SIGNS AND POSTS ARE NEW UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.

0 10 20
SCALE IN METERS

DATUM
VERTICAL NAVD 88
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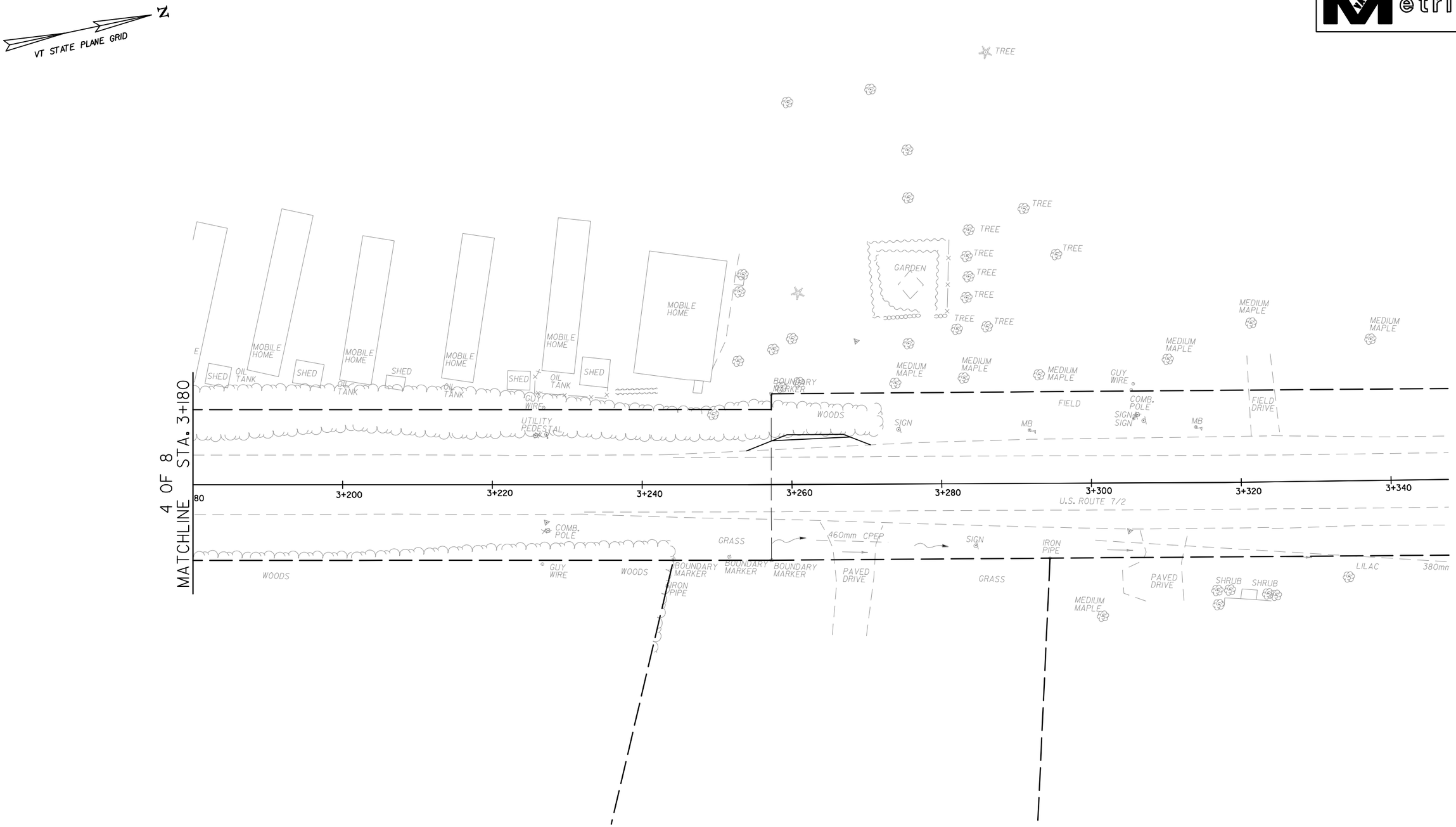
• THE PORTION OF THIS SWEL FROM 3+171.2 TO 3+280 IS NOT SHOWN ON THIS SHEET. THIS PORTION OF THE LINE WILL REPLACE STRIPING REMOVED FOR PIPE TRENCHING.

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPMP.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
PROP. SIGN/PVMT MARK. SHEET 4 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 107 OF 150



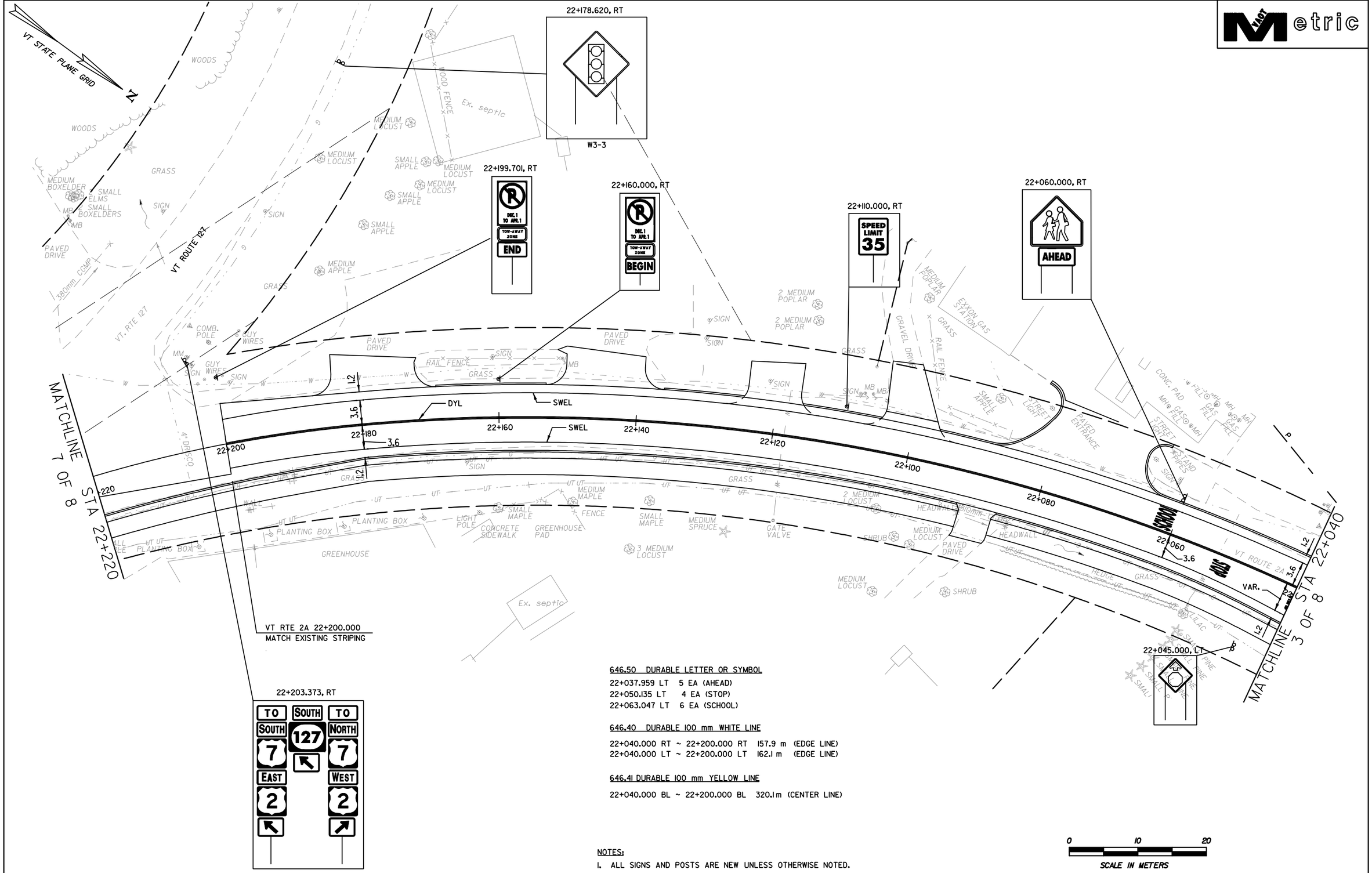
0 10 20
SCALE IN METERS

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPMP.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
PROP. SIGN/PVMT MARK. SHEET 5 OF 8

PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 108 OF 150



646.50 DURABLE LETTER OR SYMBOL

22+037.959 LT 5 EA (AHEAD)
22+050.135 LT 4 EA (STOP)
22+063.047 LT 6 EA (SCHOOL)

646.40 DURABLE 100 mm WHITE LINE

22+040.000 RT ~ 22+200.000 RT 157.9 m (EDGE LINE)
22+040.000 LT ~ 22+200.000 LT 162.1 m (EDGE LINE)

646.41 DURABLE 100 mm YELLOW LINE

22+040.000 BL ~ 22+200.000 BL 320.1m (CENTER LINE)

NOTES:

1. ALL SIGNS AND POSTS ARE NEW UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.

0 10 20
SCALE IN METERS

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

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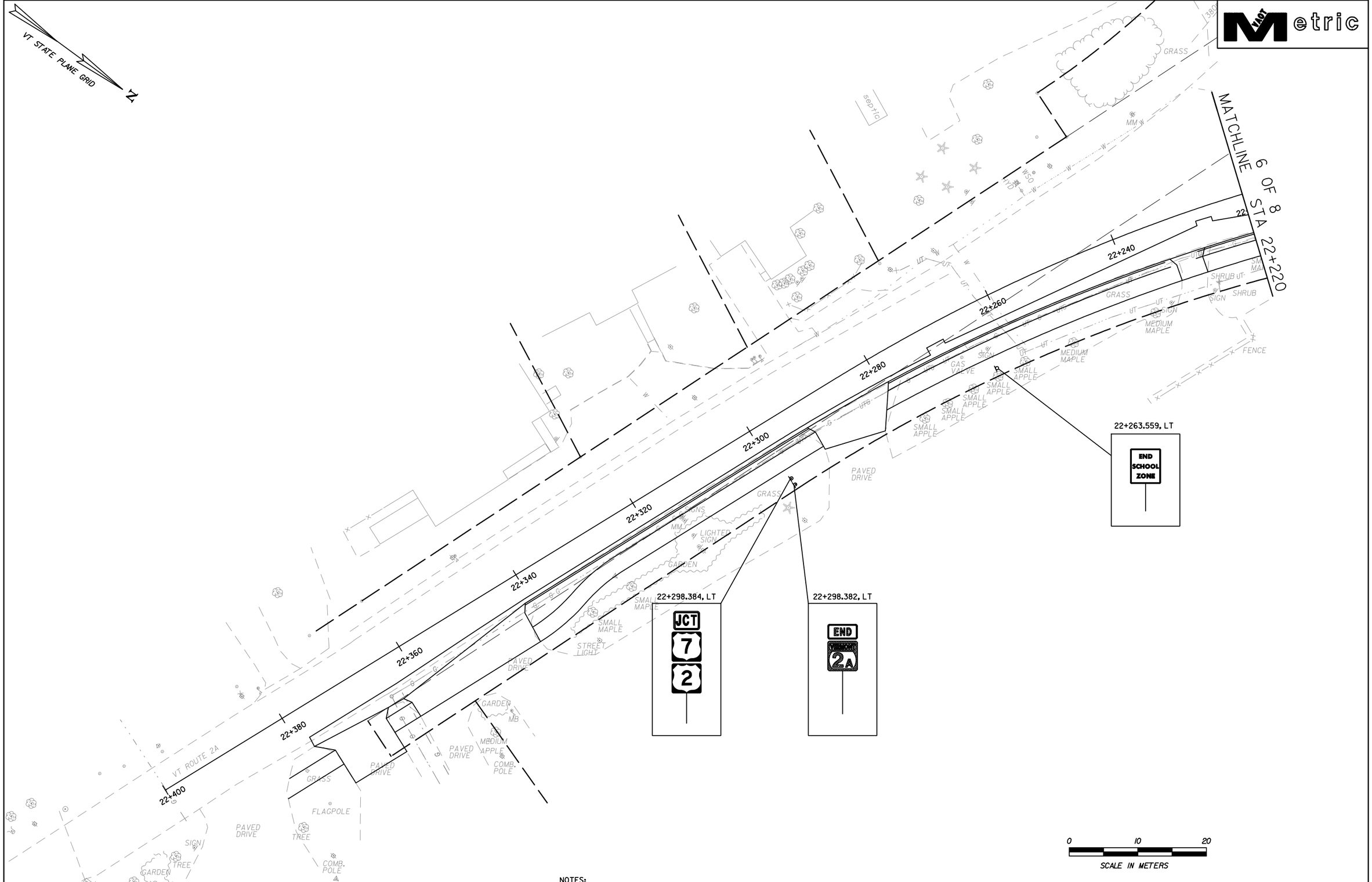
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
PROP. SIGN/PVMT MARK. SHEET 6 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 109 OF 150



DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/96

NOTES:

1. ALL SIGNS AND POSTS ARE NEW UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.

PROJECT NAME: Colchester	
PROJECT NUMBER: STP 5600(9)S	
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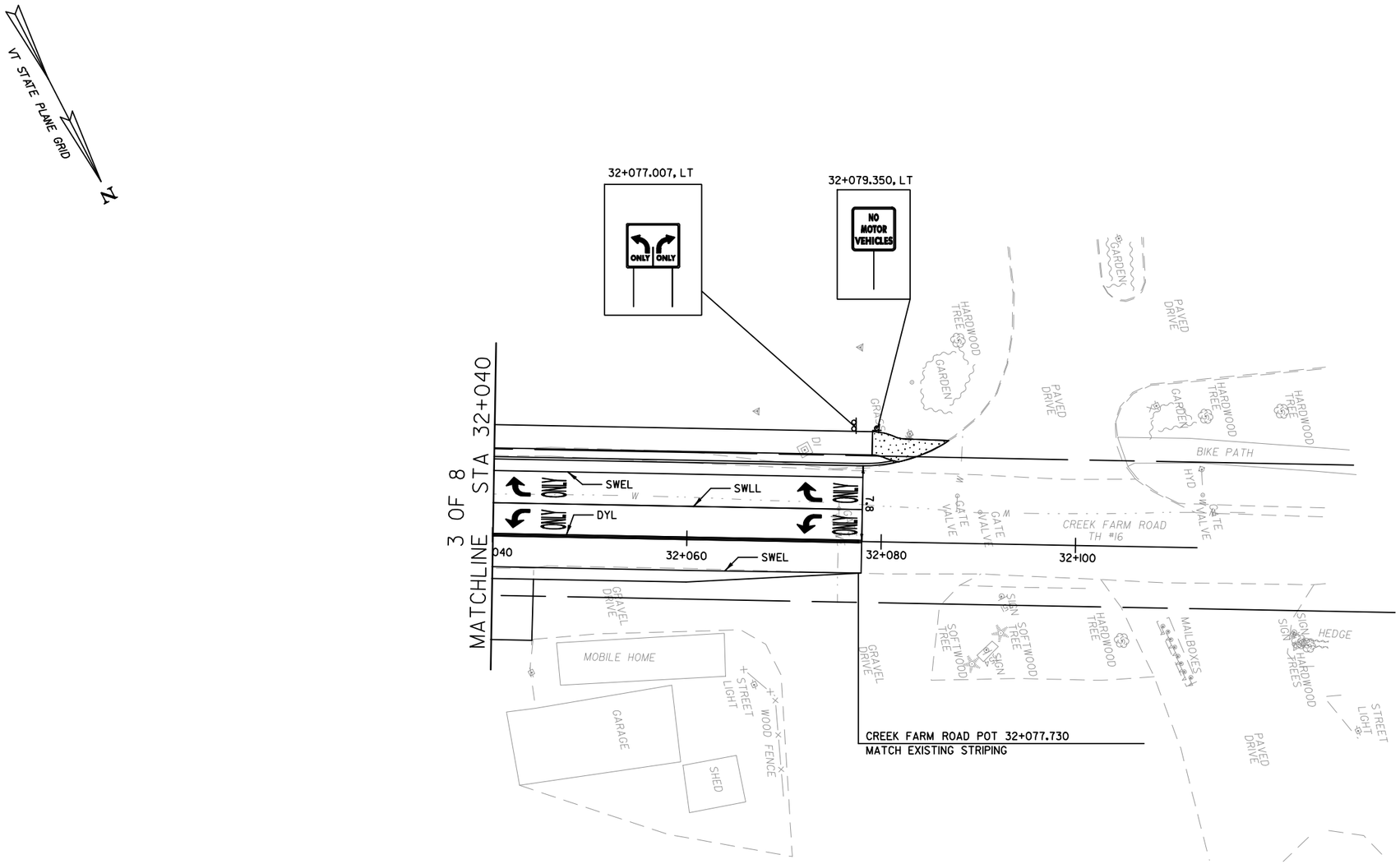
PROP. SIGN/PVMT MARK. SHEET 7 OF 8	SHEET 110 OF 150



646.40 DURABLE 100 mm WHITE LINE
32+040.000 LT ~ 32+077.730 LT 37.7 m (TURN LANE)
32+040.000 RT ~ 32+077.730 RT 37.7 m (EDGE LINE)
32+040.000 LT ~ 32+077.730 LT 37.7 m (EDGE LINE)

646.41 DURABLE 100 mm YELLOW LINE
32+040.000 BL ~ 32+077.730 BL 75.4 m (CENTER LINE)

646.50 DURABLE LETTER OR SYMBOL
32+041.295 LT 2 EA (LEFT AND RIGHT ARROWS)
32+044.995 LT 8 EA (ONLY)
32+071.295 LT 2 EA (LEFT AND RIGHT ARROWS)
32+074.995 LT 8 EA (ONLY)

0 10 20
SCALE IN METERS

NOTES:

1. ALL SIGNS AND POSTS ARE NEW UNLESS OTHERWISE NOTED.
2. FOR ABBREVIATIONS, LEGENDS AND ADDITIONAL NOTES, SEE EXISTING SIGNING/PVM'T MARKING SHEET 1 OF 8.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

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PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206BDR_SPMP.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: D Bryant
PROP. SIGN/PVMT MARK. SHEET 8 OF 8
PLOT DATE: 4/26/2012
DRAWN BY: T Kelley
CHECKED BY: D Burhans
SHEET 111 OF 150

CANTILEVER SIGNAL SUPPORT NOTES

1.1 ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S (VTrans) "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2006, AND THE TOWN OF COLCHESTER PUBLIC WORKS STANDARDS.

1.2 OVERHEAD SIGN/SIGNAL SUPPORTS SHALL CONFORM TO AASHTO'S "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS", DATED 2009 AND IT'S LATEST REVISIONS.

1.3 ADDITIONAL DESIGN CRITERIA AREA AS FOLLOWS:
CONCRETE f'c = 3,500 PSI
REINFORCING fs = 24,000 PSI (GRADE 60)
FOOTING SOIL PRESSURE = 3,000 PSF (MAXIMUM)
WIND LOAD AND ICE LOAD PER AASHTO "STANDARD SPECIFICATIONS"

1.4 ANCHOR BOLTS
FOUR STAINLESS STEEL ANCHOR BOLTS WITH TWO HEXAGON NUTS, ONE WASHER AND ONE LOCK WASHER PER BOLT SHALL BE FURNISHED WITH EACH POLE. SEE SUBSECTION 714.09.

1.5 FLANGE BOLTS
ALL FLANGE BOLTS AND HEX NUTS SHALL BE HIGH STRENGTH STEEL AND SHALL CONFORM TO ASTM A325. THE FLANGE BOLTS SHALL BE CAPABLE OF RESISTING 133% OF THE FULL DESIGN STRESS OF THE TUBE AT IT'S YIELD STRENGTH STRESS.

1.6 HORIZONTAL AND VERTICAL MEMBERS
STEEL TUBES SHALL BE FORMED AND WELDED WITH ONE CONTINUOUS LONGITUDINAL WELD ONLY. AFTER FORMING AND WELDING THEY SHALL BE COLD ROLLED TO ENSURE UNIFORMITY OF SIZE AND SMOOTHNESS OF WELD. THEY SHALL HAVE A MINIMUM YIELD STRENGTH OF 55,000 KSI. THERE SHALL BE NO TRANSVERSE WELDING EXCEPT AT THE FLANGE CONNECTIONS AND POLE BASE PLATES. WHERE THE TUBES SHALL TELESCOPE THE FLANGES AND PLATES AND BE CONTINUOUSLY WELDED BOTH SIDES INSIDE AND OUT TO WITHSTAND THE FULL TRANSFER OF THE BENDING STRENGTH TO THE BOLTS. OPTIONALLY, THE MEMBERS MAY BE A SERIES OF TWO OR THREE DIFFERENT DIAMETER PIPES WELDED TOGETHER.

1.7 GALVANIZING
ALL STEEL COMPONENTS, EXCEPT CONCRETE REINFORCING AND STAINLESS STEEL HARDWARE, ARE TO BE HOT DIPPED GALVANIZED AFTER FABRICATION. THE ASSEMBLIES SHALL BE DESIGNED AND FABRICATED TO PERMIT GALVANIZING ON ALL INTERIOR AND EXTERIOR SURFACES AND SHALL BE FREE OF POCKETS AND OTHER STRUCTURAL OBSTRUCTIONS THAT WILL NOT PERMIT PROPER DEPOSITION OF ZINC COATING. GALVANIZING SHALL BE IN ACCORDANCE WITH ASTM A123 AND A153.

1.8 WELDING
A) ALL DESIGN DETAILS, WORKMANSHIP, PROCEDURES AND INSPECTION SHALL CONFORM WITH SUBSECTION 506.10.
B) ALL WELDS SHALL BE AT LEAST AS STRONG AS THE MATERIAL(S) BEING WELDED.

1.9 FOOTING
A) FOOTINGS SHALL BE DESIGNED IN ACCORDANCE WITH VTRANS MATERIALS & RESEARCH ENGINEERING INSTRUCTIONS - GEOTECHNICAL DESIGN PROCEDURES FOR MAST ARM AND OVERHEAD SIGN SUPPORT FOUNDATIONS, DATED MARCH 9, 2010, A COPY OF WHICH IS INCLUDED AS AN APPENDIX IN THE BID DOCUMENTS.
B) THE CONTRACTOR SHALL PERFORM A SOIL BORING AT EACH NEW MAST ARM AND/OR SIGNAL POLE LOCATION, AND SHALL PREPARE A PRELIMINARY GEOTECHNICAL REPORT IN ACCORDANCE WITH SECTION 4.0 OF THE ABOVE REFERENCED VTRANS GEOTECHNICAL DESIGN PROCEDURES.
C) FOOTINGS SHALL BE DESIGNED TO RESIST LOADS EQUAL TO, OR GREATER THAN, THE MAXIMUM LOADS THAT THE POLE IS DESIGNED FOR.
D) THREE TYPES OF FOUNDATIONS, AS OUTLINED IN AASHTO "STANDARD SPECIFICATIONS" (SEE NOTE 1.2) SECTION 13 SHALL BE ALLOWED:
a. DRILLED SHAFTS
b. SPREAD FOOTINGS
c. PILES
E) DRILLED SHAFT FOOTINGS SHALL BE POURED IN DRILLED SHAFTS AGAINST UNDISTURBED MATERIAL. IN THE ABSENCE OF THESITE SPECIFIC SOIL BORING DATA, A MAXIMUM SOIL BEARING PRESSURE OF 3,000 PSF (3 KSF) SHALL BE USED. THE TOP TWO FEET OF SOIL SHALL BE NEGLECTED FOR DESIGN PURPOSES.
F) AS AN ALTERNATIVE TO THE DRILLED HOLES, FOOTINGS MAY BE POURED IN EXCAVATED HOLES USING THE PROPER FORMS, WHICH MUST BE REMOVED. THE EXCAVATED HOLES SHALL BE AT LEAST TWO FEET CLEAR OF THE FOOTING. THE BACKFILL MATERIAL SHALL BE COMPACTED AS DESCRIBED IN SUBSECTION 204.12. DESIGN LIMITS AS FOR AUGURED FOOTINGS APPLY.
G) ANY BACKFILL PLACED ADJACENT TO THE FOOTING SHALL BE GRANULAR MATERIAL MEETING THE REQUIREMENTS FOR GRANULAR BACKFILL FOR STRUCTURES, SUBSECTION 704.08. CONCRETE FOR FOOTING SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE, CLASS B, SECTION 501, STRUCTURAL CONCRETE. GROUT MATERIAL SHALL BE NON-SHRINKING MORTAR CONFORMING TO SUBSECTION 707.03 (MORTAR TYPE IV).
H) THE TRAFFIC SIGNAL CANTILEVER MAST ARM POLES SHALL BE BACK RAKED BEFORE THE WIRES AND SIGNALS ARE INSTALLED SO THAT THE POLES WILL BE PLUMB WHEN DEAD LOAD DEFLECTION DUE TO SIGNAL HEADS OCCURS. THE AMOUNT OF BACKRAKE SHALL BE AS SHOWN ON THE PLANS. SIGNALS/SIGNS SHALL BE MOUNTED AND LEVELED AND POLES SHALL BE BACKRAKED PRIOR TO PLACING GROUT UNDER POLE BASE.

1.10 SHOP DRAWINGS (6 COPIES OF EACH) SHALL BE SUBMITTED TO THE RESIDENT ENGINEER FOR APPROVAL PRIOR TO FABRICATION. THE SHOP DRAWINGS SHALL INCLUDE THE FOLLOWING INFORMATION:
A) DETAILED DRAWING OF EACH COMPONENT OF THE STRUCTURE
B) MATERIAL SPECIFICATIONS FOR EACH COMPONENT OF THE STRUCTURE, EITHER BY COMPLETE SPECIFICATION OR REFERENCE TO APPLICABLE ASTM STANDARDS.
C) NOTATION OF PROJECT NAME, PROJECT NUMBER, ROUTE NUMBER, AND STRUCTURE STATIONING (TO BE INCLUDED ON EACH SHEET).
D) DETAILS FOR LOCATION OF SIGNS/SIGNALS AND ATTACHMENT HARDWARE FOR THE SUPPORT STRUCTURE.
E) ALL ELEVATION AND DIMENSIONS NECESSARY TO PROVIDE A COMPLETE SET OF RECORD PLANS.
F) DEAD LOAD DEFLECTION AND CAMBER INFORMATION.
G) WELDING DETAILS AND PROCEDURES ARE REQUIRED FOR ALL WELDS. PROCEDURES SHALL BE SUBMITTED FOR APPROVAL WITH REFERENCE TO EACH WELD IDENTIFIED ON THE SHOP DRAWINGS (SEE SUBSECTION 506.10).
H) DETAILS FOUNDATION DESIGNS INCLUDING PRELIMINARY GEOTECHNICAL REPORT AND STRUCTURAL DESIGN CALCULATIONS AS PER NOTE 1.9.

1.11 EACH OVERHEAD TRAFFIC SIGNAL/SIGN SUPPORT SHALL BE GROUNDED. THE GROUND SHALL CONSIST OF:
A) AN INTERNAL GROUND LUG OPPOSITE THE HAND HOLE
B) A #6 (MIN.) SOFT DRAWN COPPER GROUNDING ELECTRODE CONDUCTOR
C) A 5/8" X 8' (MIN.) COPPER CLAD GROUNDING ELECTRODE
THE RESISTANCE TO GROUND SHALL BE 25 OHMS OR LESS. ADDITIONAL GROUNDING ELECTRODES MAY BE REQUIRED (MINIMUM SPACING SHALL BE 6'). WHEN A POWER SERVICE, METER AND DISCONNECT ARE ATTACHED TO A POLE, THERE SHALL BE A CONTINUOUS GROUND WIRE FROM THE METER AND DISCONNECT WHICH MAY RUN INTERNAL TO THE UPRIGHT, THROUGH THE FLEXIBLE TUBING IN THE CONCRETE BASE TO THE REQUIRED GROUNDING ELECTRODE(S). THE GROUND WIRE FROM THE POLE GROUNDING LUG, CONTROLLER CABINET AND/OR LUMINAIRE MAY ATTACH TO THIS CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT. THE CONTRACTOR SHALL PERFORM A RESISTANCE TO GROUND TEST ON THE CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT AND PROVIDE A WRITTEN STATEMENT TO THE AREA ELECTRICAL INSPECTOR THAT THE GROUNDING ELECTRODE CONDUCTOR IS CONTINUOUS FROM THE SERVICE METER AND DISCONNECT AND THE RESISTANCE TO GROUND IS 25 OHMS OR LESS.

1.12 THE COST OF SIGNAL/SIGN SUPPORTS, INCLUDING ALL HARDWARE, SIGN BRACKETS, FOOTING AND LUMINAIRE ARMS SHALL BE INCLUDED IN THE BID PRICE. THESE COMPONENTS SHALL CONFORM TO ALL APPLICABLE PROVIDIONS OF SECTIONS 677, 678, AND 679

1.13 HORIZONTAL MEMBERS SHALL BE CAMBERED AND THE VERTICAL POLES BACK RAKED (WHERE APPLICABLE) TO THE ANTICIPATED DEAD LOAD DEFLECTION PLUS THE CAMBER, IF ANY, SPECIFIED ON THE PLANS.

1.14 AN EQUIVALENT ALTERNATE DESIGN MAY BE SUBSTITUTED FOR THE DETAILS AND MATERIALS SHOWN.

1.15 THE DETAILS OF DESIGN FOR THE STRUCTURE AND FOOTINGS ARE TO BE SUPPLIED BY THE CONTRACTOR AND/OR BY THE MANUFACTURER. THE STRUCTURE SHALL BE DESIGNED TO RESIST THE MAXIMUM LOADING AS OUTLINED IN THE AASHTO STANDARD SPECIFICATIONS (SEE NOTE 1.2). ALL DETAILS OF THE STRUCTURE AND THE FOOTING SHALL BE CHECKED AND STAMPED BY A STRUCTURAL ENGINEER REGISTERED IN THE STATE OF VERMONT PRIOR TO SUBMITTAL OF THE SHOP DRAWINGS TO THE ENGINEER.

1.16 IN ADDITION TO THE SHOP DRAWINGS OUTLINED IN NOTE 1.10, THE CONTRACTOR SHALL SUBMIT ALL DESIGN CALCULATIONS TO THE DESIGN ENGINEER SHOWING THE FOLLOWING INFORMATION FOR EACH OF THE VERTICAL AND HORIZONTAL COMPONENTS OF THE STRUCTURE AND FOOTING:
A) THE DESIGN AXIAL AND SHEAR FORCES AND BENDING AND TORSIONAL MOMENTS.
B) THE DESIGN AXIAL, BENDING AND SHEAR STRESSES AND THE COMBINED STRESS RATIO.
C) VIBRATION AND FATIGUE CALCULATIONS AS SET FORTH IN SECTION 11 OF THE AASHTO PUBLICATION REFERENCED IN NOTE 2.
D) THE ALLOWABLE AXIAL, BENDING, AND SHEAR STRESSES.
E) ITEMS A, B, D - SHALL BE SHOWN FOR EACH OF THE GROUP LOADINGS (I, II, III) AND FOR THE BASIC WIND LOAD APPLIED TO THE TWO CASES OUTLINED IN THE AASHTO STANDARD SPECIFICATIONS (SEE NOTE 1.2 AND 1.9).
F) FAILURE TO SUPPLY THE PROPER DESIGN INFORMATION SHALL BE CAUSE FOR REJECTION OF THE STRUCTURE.
G) A MINIMUM OF TWO (2) WEEKS SHALL BE REQUIRED FOR REVIEW BY THE ENGINEER AND VTRANS.

1.17 FOR INSTALLATIONS WHERE BOTH "EXISTING" AND "FUTURE" CONDITIONS ARE SHOWN, THE SUPPORTS SHALL BE DESIGNED FOR THE MORE SEVERE OF THE TWO LOADING CONDITIONS. THE INFORMATION OUTLINED IN NOTE 1.16 ABOVE SHALL BE PROVIDED FOR BOTH LOADING CONDITIONS.

1.18 THE TRAFFIC SIGNALS SHALL BE MOUNTED TO THE ARM OR POLE USING A FIXED MOUNT SYSTEM AS SHOWN ON STANDARD DETAIL E-171C.

1.19 BASE PLATES SHALL BE STAMPED WITH THE VERTICAL POLE DIAMETER, HEIGHT, YIELD STRENGTH, GAUGE AND THE HORIZONTAL MEMBER DIAMETER, LENGTH, YIELD STRENGTH, GAUGE. ALTERNATELY, THE INFORMATION MAY BE STAMPED ON A METAL TAG RIVETED TO THE POLE NEAR THE HAND POLE.

SIGNAL EQUIPMENT & INSTALLATION SPECIFICATIONS

2.1 ALL NEW EQUIPMENT SHALL MEET OR EXCEED VTRANS STANDARD SPECIFICATION 678 & 752, NEMA STANDARDS AND IMSA OR ITE SPECIFICATIONS, WHERE APPLICABLE. INSTALLATION OF SIGNAL EQUIPMENT SHALL BE AS DETAILED ON THESE PLANS AND THE VTRANS STANDARD DETAILS REFERENCED.

2.2 THE TRAFFIC SIGNAL, LIGHTING AND ALL WIRING SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE BY A MASTER ELECTRICIAN LICENSED IN THE STATE OF VERMONT. ALL ELECTRICAL EQUIPMENT AND WIREING SHALL BE UL RATED FOR ITS INTENDED USE.

2.3 THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF EACH NEW TRAFFIC SIGNAL EQUIPMENT ITEM TO THE RESIDENT ENGINEER FOR APPROVAL. SHOP DRAWING SUBMITTALS SHALL CONFORM TO VTRANS SPECIFICATIONS. CCTA WILL BE RESPONSIBLE FOR COORDINATING VTRANS REVIEW OF THE SHOP DRAWINGS.

2.4 ALL POLE MOUNTED AND MAST ARM MOUNTED SIGNAL AND PEDESTRIAN HEADS SHALL HAVE POLYCARBONATE SECTIONS AND LENSES. THE SIGNAL HEADS SHALL HAVE FLAT BLACK HOUSINGS AND VISORS. BLACK LOUVERED BACKPLATES SHALL BE INSTALLED ON ALL HEADS. ALL NEW SIGNAL HEADS SHALL BE 12" LED. MAST ARM MOUNTED HEADS SHALL BE MOUNTED USING THE "PREFERRED METHOD" DETAILED IN E-171C, AND SHALL ALSO BE SECURED WITH SAFETY CHAINS/CABLES.

2.5 ALL NEW MAST ARM POLES, PEDESTAL POLES, LIGHT POLES, SIGNAL CONTROLLER CABINET, MAST ARMS, LUMINAIRE ARMS AND LUMINAIRES SHALL BE PAINTED FLAT BLACK WITH A POWDER COATING PROCESS.

2.6 MINIMUM CONDUIT SIZES SHALL BE:
A) 2.0 INCHES FOR POWER SERVICE
B) 2.0 INCHES FOR SIGNAL WIRING
C) 2.0 INCHES FOR STREET LIGHTING
D) 1.5 INCHES FOR LOOP LEAD-INS
E) 1.5 INCHES FOR INTERCONNECT WIRING

2.7 NEW LUMINIAIRES SHALL BE GENERAL ELECTRIC M-250A 150 WATT HPS WITH MC-III CUT-OFF OPTICS AND FLAT GLASS LENS, OR EQUAL.

2.8 PEDESTRIAN SIGNALS SHALL BE ACCESSIBLE PEDESTRIAN SIGNAL ASSEMBLIES AS PER VTRANS SPECIFICATIONS. PEDESTRIAN INSTRUCTION SIGNS SHALL BE INCLUDED AT ALL PEDESTRIAN PUSH BUTTON LOCATIONS (SEE DETAIL). PEDESTRIAN HEADS SHALL HAVE BLACK HOUSINGS AND SYMBOL TYPE FACES. PEDESTRIAN SIGNAL POLES AND SIGNAL MOUNTING SHALL CONFORM TO VTRANS STANDARD DETAIL E-170.

2.9 THE CONTROLLER SHALL BE AN ECONOLITE BRAND ASC/3-2100 (TS-2 TYPE 2) OR APPROVED EQUAL CONTROLLER PLACED IN AN ECNOLITE OR APPROVED EQUAL CABINET, GROUND MOUNTED AT THE LOCATION SHOWN ON SHEET 4. THE CONTROLLER SHALL BE PROGRAMMED AND BENCH TESTED PRIOR TO DELIVERY AS PER VTRANS SPECIFICATIONS.

2.10 THE DWELL PHASE (VT ROUTE 15, PHASE 2/6) SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASHING OPERATION.

2.11 THE CABINET SHALL BE PAINTED FLAT BLACK FINISH WITH FA POWDER COATING PROCESS.

2.12 THIS PROJECT INCLUDES THE INSTALLATION OF A VEHICLE VIDEO DETECTION SYSTEM (VVDS). VVDS EQUIPMENT SHALL BE ECONOLITE AUTOSCOPE SOLO TERRA OR APPROVED EQUAL. THE VVDS SHALL INCLUDE:
A) CAMERAS WITH ZOOM LENS AND INTEGRATED MACHINE VISION PROCESSOR IN ONE COMPACT UNIT, WITH INTERNAL HEATER AND INTEGRATED ADJUSTABLE SUNSHIELD
B) ALL MOUNTING HARDWARE (VIDEO DETECTOR CAMERA MOUNTING BRACKET OR VIDEO DETECTOR CAMERA POLE MOUNT EXTENSION BRACKET)
C) THE COMMUNICATIONS INTERFACE PANEL, THE DETECTOR PORT MASTER, VIDEO DETECTOR CABLE, PLUS ALL ASSOCIATED EQUIPMENT AND MISCELLANEOUS FITTINGS (INCLUDING CABINET WIRING)
D) ALL LABOR, MATERIAL, EQUIPMENT AND SIGNAL CONTROLLER PROGRAMMING REQUIRED TO COMPLETE THE INSTALLATION AND MAKE THE VVDS FULLY OPERATIONAL

2.13 THIS PROJECT INCLUDES THE INSTALLATION OF A 900 MHz SPREAD SPECTRUM TRAFFIC SIGNAL INTERCONNECT SYSTEM (TSIS). THE TSIS SHALL INCLUDE:
A) ENCOM COMMPAK MODEL 5300 WIRELESS INTERCONNECT UNIT FOR ECONOLITE ASC2/M MASTER OR APPROVED EQUAL.
B) A DIRECTIONAL YAGI ANTENNA AND POLE MOUNTING BRACKET
C) COMMUNICATIONS INTERFACE PANEL(S), COAX CABLE, DATA CABLE, JUMPER CABLE, LIGHTING PROTECTION, PLUS ALL ASSOCIATED EQUIPMENT AND MISCELLANEOUS FITTINGS (INCLUDING CABINET WIRING)
D) ALL LABOR, MATERIAL, EQUIPMENT AND SIGNAL CONTROLLER PROGRAMMING REQUIRED TO COMPLETE THE INSTALLATION AND MAKE THE TSIS FULLY OPERATIONAL.
ALL TSIS COMPONENTS SHALL BE CURRENT PRODUCTION EQUIPMENT FURNISHED BY THE SAME MANUFACTURER (FOR SYSTEM OPERATION COMPATIBILITY PURPOSES) UNLESS APPROVED IN ADVANCE BY THE ENGINEER.

2.14 SIGNAL TIMINGS SHOWN ON THESE PLANS MAY REQUIRE FINE-TUNING IN THE FIELD BASED ON TRAFFIC OBSERVATIONS. FINAL ACCEPTANCE OF THIS PROJECT BY THE OWNER AND VTRANS WILL BE SUBJECT TO A 30-DAY TEST PERIOD, DURING WHICH ALL ADJUSTMENTS SHALL BE MADE AND EQUIPMENT PROBLEMS CORRECTED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.

2.15 UPON COMPLETION OF THE 30-DAY TEST PERIOD, THE COTRACTOR SHALL PROVIDE TO THE RESIDENT ENGINEER AND VTRANS UPDATED SIGNAL TIMING PROGRAMMING SHEETS SHOWING ALL MODIFIED SETTINGS, IF ANY.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206sn01.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: P McClure
DESIGNED BY: D Bryant	CHECKED BY: D Burhans
Signal Notes, Sht. 1 of 1	SHEET 121 OF 150

VT STATE PLANE GRID

Metric

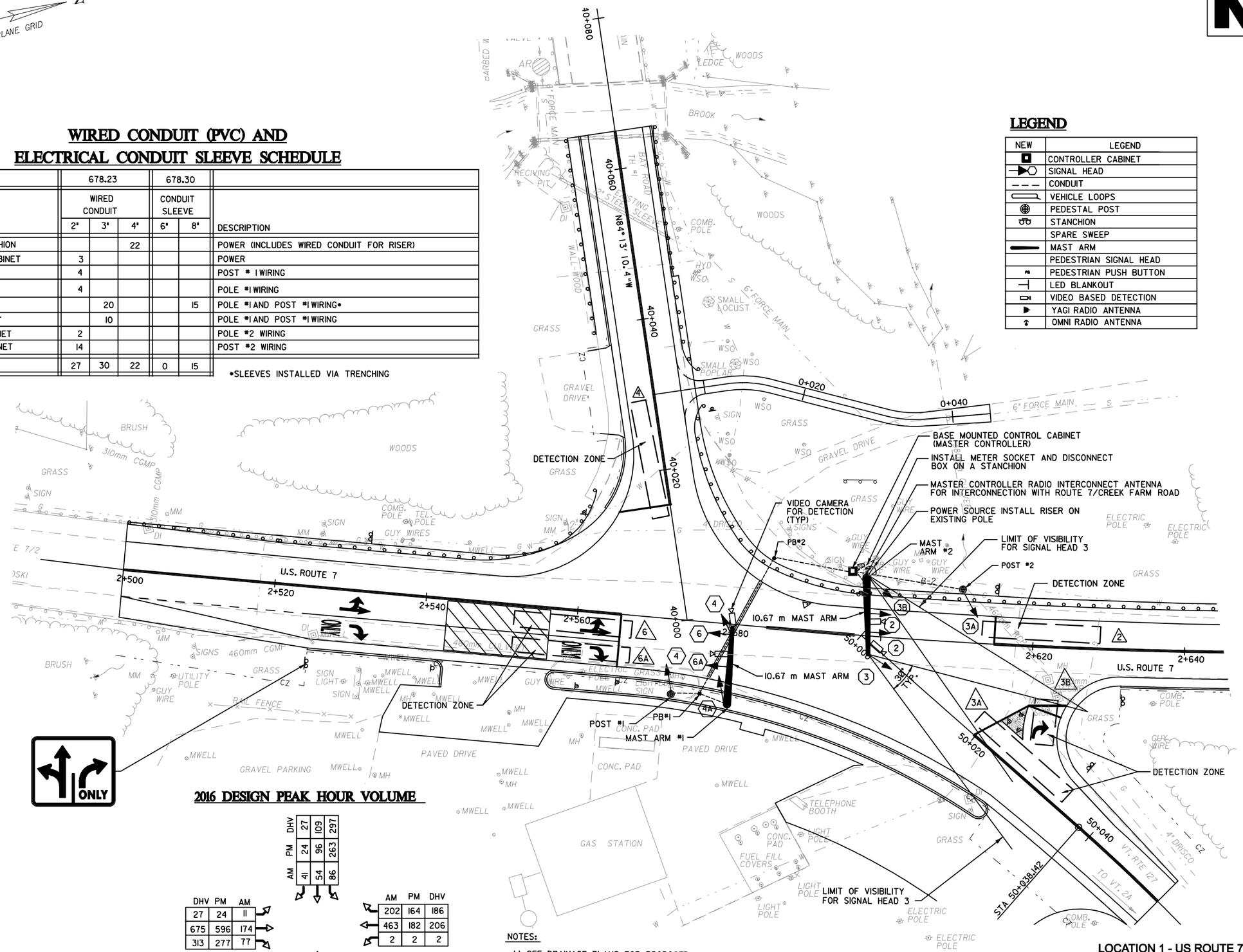
WIRED CONDUIT (PVC) AND ELECTRICAL CONDUIT SLEEVE SCHEDULE

ITEM NUMBER	678.23			678.30		
	WIRED CONDUIT			CONDUIT SLEEVE		
FROM/TO	2"	3"	4"	6"	8"	DESCRIPTION
POWER TO STANCHION			22			POWER (INCLUDES WIRED CONDUIT FOR RISER)
STANCHION TO CABINET	3					POWER
POST #1 TO PB #1	4					POST # 1 WIRING
POLE #1 TO PB #1	4					POLE #1 WIRING
PB #1 TO PB #2		20			15	POLE #1 AND POST #1 WIRING*
PB #2 TO CABINET		10				POLE #1 AND POST #1 WIRING
POLE #2 TO CABINET	2					POLE #2 WIRING
POST #2 TO CABINET	14					POST #2 WIRING
TOTALS	27	30	22	0	15	

*SLEEVES INSTALLED VIA TRENCHING

LEGEND

NEW	LEGEND
	CONTROLLER CABINET
	SIGNAL HEAD
	CONDUIT
	VEHICLE LOOPS
	PEDESTAL POST
	STANCHION
	SPARE SWEEP
	MAST ARM
	PEDESTRIAN SIGNAL HEAD
	PEDESTRIAN PUSH BUTTON
	LED BLANKOUT
	VIDEO BASED DETECTION
	YAGI RADIO ANTENNA
	OMNI RADIO ANTENNA



2016 DESIGN PEAK HOUR VOLUME

	DHV	PM	AM
	27	24	11
	675	596	174
	313	277	77

	DHV	PM	AM
	27	24	41
	109	96	54
	297	263	86

	AM	PM	DHV
	202	164	186
	463	182	206
	2	2	2

	AM	PM	DHV
	235	143	162
	72	144	163
	2	2	2

NOTES:

1.) SEE DRAINAGE PLANS FOR PROPOSED DRAINAGE FACILITY LOCATIONS.

2.) SEE UTILITY PLANS FOR PROPOSED AND EXISTING UTILITY LOCATIONS.

0 10 20

SCALE 1:250

LOCATION 1 - US ROUTE 7 AT BAY ROAD

PROJECT NAME: Colchester

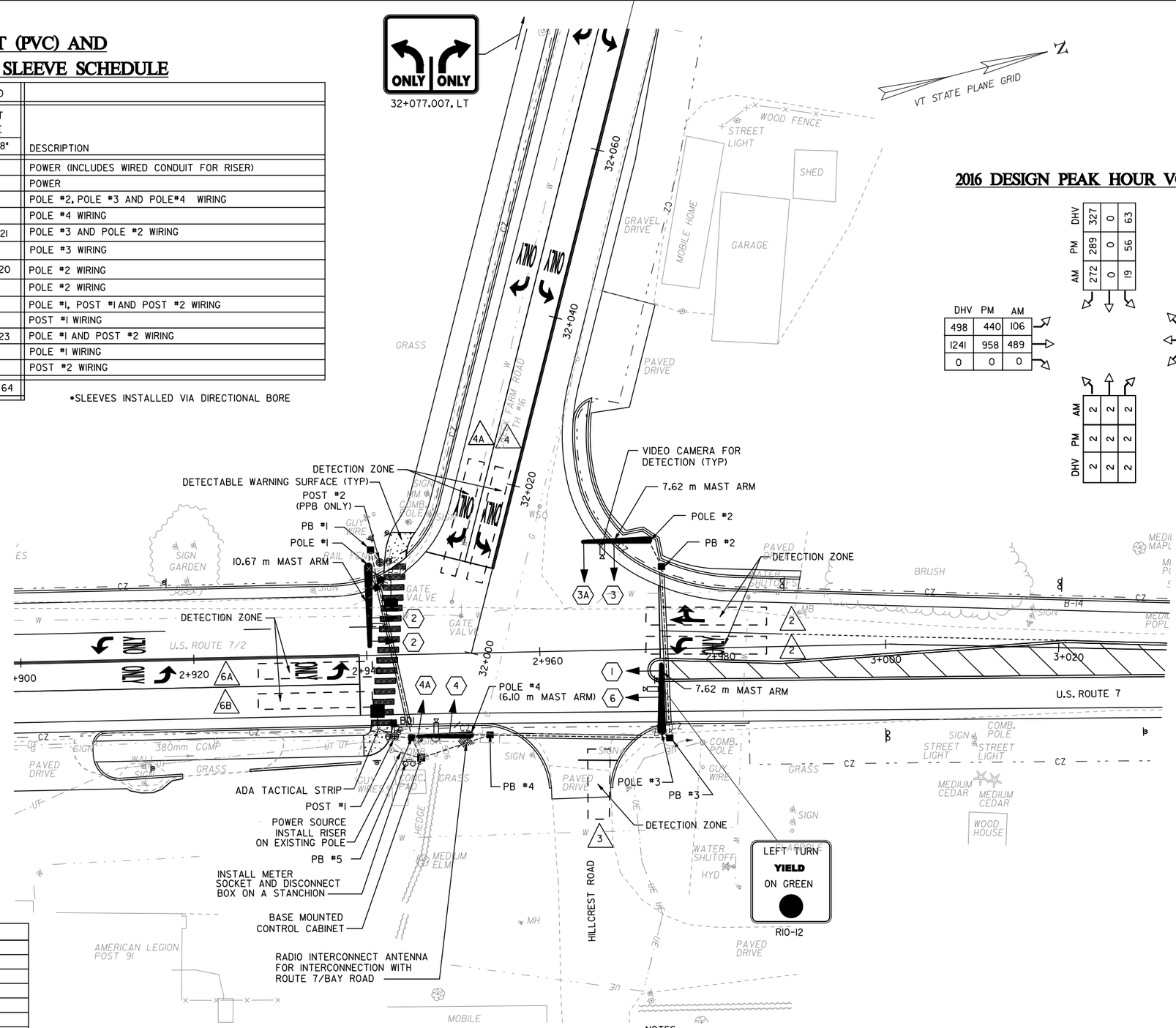
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206p1SIG1_Rev1.dgn	PLOT DATE: 4/26/2012
PROJECT LEADER: D Bryant	DRAWN BY: B Tong
DESIGNED BY: E Gardiner	CHECKED BY:
SIGNAL PLAN SHEET 1 OF 3	SHEET 122 OF 150

WIRED CONDUIT (PVC) AND ELECTRICAL CONDUIT SLEEVE SCHEDULE

ITEM NUMBER	678.23			678.30		
	WIRED CONDUIT			CONDUIT SLEEVE		
FROM/TO	2"	3"	4"	6"	8"	DESCRIPTION
POWER TO STANCHION			25			POWER (INCLUDES WIRED CONDUIT FOR RISER)
STANCHION TO CABINET	5					POWER
CABINET TO PB #4		9		9		POLE #2, POLE #3 AND POLE#4 WIRING
PB #4 TO POLE #4	3			3		POLE #4 WIRING
PB #4 TO PB #3		21			21	POLE #3 AND POLE #2 WIRING
PB #3 TO POLE #3	2			2		POLE #3 WIRING
PB #3 TO PB #2		20			20	POLE #2 WIRING
PB #2 TO POLE #2	4			4		POLE #2 WIRING
CABINET TO PB #5		3		3		POLE #1, POST #1 AND POST #2 WIRING
PB #5 TO POST #1	2			2		POST #1 WIRING
PB #5 TO PB #1		23			23	POLE #1 AND POST #2 WIRING
PB #1 TO POLE #1	2			2		POLE #1 WIRING
PB #1 TO POST #2	2			2		POST #2 WIRING
TOTALS	20	76	25	27	64	

*SLEEVES INSTALLED VIA DIRECTIONAL BORE



2016 DESIGN PEAK HOUR VOLUME

	DHV	PM	AM
	327	0	63
	289	0	56
	272	0	19

DHV	PM	AM	
498	440	106	
1241	958	489	
0	0	0	

	AM	PM	DHV
	9	19	21
	828	333	378
	0	0	0

	DHV	PM	AM
	2	2	2
	2	2	2
	2	2	2

LEGEND

NEW	LEGEND
	CONTROLLER CABINET
	SIGNAL HEAD
	CONDUIT
	VEHICLE LOOPS
	PEDESTAL POST
	STANCHION
—S	SPARE SWEEP
	MAST ARM
	PEDESTRIAN SIGNAL HEAD
	PEDESTRIAN PUSH BUTTON
	LED BLANKOUT
	VIDEO BASED DETECTION
	YAGI RADIO ANTENNA
	OMNI RADIO ANTENNA

NOTES:

1.) SEE DRAINAGE PLANS FOR PROPOSED DRAINAGE FACILITY LOCATIONS.
2.) SEE UTILITY PLANS FOR PROPOSED AND EXISTING UTILITY LOCATIONS.

0 10 20
SCALE 1:250

LOCATION 2 - US ROUTE 7 AT CREEK FARM ROAD

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206plSIG2_Rev1.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: E Gardiner
SIGNAL PLAN SHEET 2 OF 3
PLOT DATE: 8/25/2011
DRAWN BY: B Tong
CHECKED BY:
SHEET 123 OF 150

VT STATE PLANE GRID

VERMONT ROUTE 127

VT ROUTE 2A

STOP HERE ON RED

R-106

DETECTION ZONE

TEMPORARY 600mm STOP BAR

POLE #4 (15 m WOOD POLE)

PROP 18m SPANWIRE WITH TETHER WIRE

OFFICE DRIVEWAY

DETECTION ZONE

TEMPORARY 600mm STOP BAR

VIDEO CAMERA FOR DETECTION (TYP)

POLE MOUNTED CONTROL CABINET

INSTALL METER SOCKET AND DISCONNECT BOX ON A STANCHION

POLE #1 (15 m WOOD POLE)

COVER EXISTING STOP SIGN AND REMOVE "STOP" PAVEMENT MARKING

POWER SOURCE INSTALL RISER ON EXISTING POLE

PROP 31m SPANWIRE WITH TETHER WIRE

TEMPORARILY RELOCATE EXISTING GUIDE SIGN ASSEMBLY

POLE #3 (15 m WOOD POLE)

TEMPORARY CONCRETE BARRIERS

DETECTION ZONE

PROP 26m SPANWIRE WITH TETHER WIRE

POLE #2 (15 m WOOD POLE)

TEMPORARY CONCRETE BARRIERS (TYP)

TEMPORARY 600mm STOP BAR

BARREL (TYP)

22+140

22+160

22+180

22+200

22+220

0 10 20

SCALE IN METERS

WIRED CONDUIT (PVC) SCHEDULE

ITEM NUMBER	678.23			
	WIRED CONDUIT			
FROM/TO	2"	3"	4"	DESCRIPTION
POWER TO STANCHION			27	POWER (INCLUDES WIRED CONDUIT FOR RISER)
STANCHION TO CABINET	3			POWER
TOTALS	3	-	27	

LEGEND

NEW	LEGEND
	CONTROLLER CABINET
	SIGNAL HEAD
	CONDUIT
	VEHICLE LOOPS
	PEDESTAL POST
	STANCHION
	SPARE SWEEP
	MAST ARM
	PEDESTRIAN SIGNAL HEAD
	PEDESTRIAN PUSH BUTTON
	LED BLANKOUT
	VIDEO BASED DETECTION
	YAGI RADIO ANTENNA
	OMNI RADIO ANTENNA

TEMPORARY TRAFFIC SIGNAL PLAN
LOCATION 3 - BAY ROAD EXT AT VERMONT ROUTE 2A

PROJECT NAME: Colchester
PROJECT NUMBER: STP 5600(9)S

FILE NAME: zd206plSIG3_Revl.dgn
PROJECT LEADER: D Bryant
DESIGNED BY: E Gardiner
SIGNAL PLAN SHEET 3 OF 3

PLOT DATE: 8/25/2011
DRAWN BY: B Tong
CHECKED BY: D Bryant
SHEET 124 OF 150