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STANDARDS LIST

- T-1 08-06-2012
- T-10
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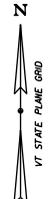
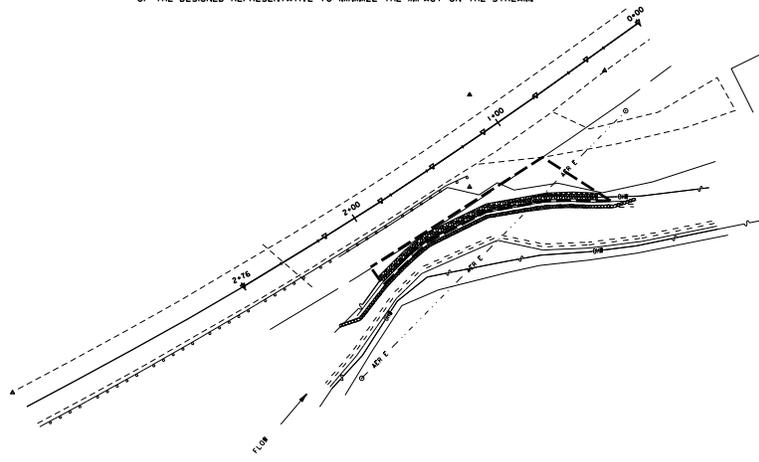
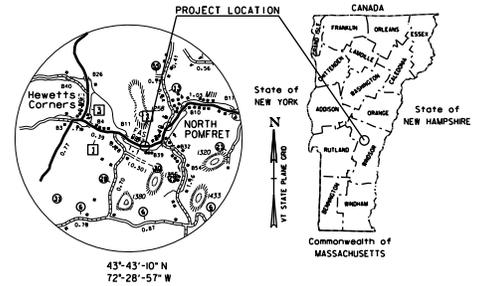
**STATE OF VERMONT
AGENCY OF TRANSPORTATION**



**PROPOSED IMPROVEMENT
TOWN OF POMFRET
COUNTY OF WINDSOR
POMFRET ROAD TH# 1 FAS 0166**

BEGINNING IN THE TOWN OF POMFRET TH# 1 AT STATION 0+00 (MM 6.78)
EXTENDING WEST 276.00 FEET (0.05 MILES) TO STATION 2+76 (MM 6.83)
LENGTH OF PROJECT = 276.00 FT. = 0.05 MI.

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE PLACEMENT OF RIP RAP HEAVY TYPE STONE KEYED 4' FROM STATION 1+10 TO 2+10. TYPE II STONE WILL BE PLACED ON THE SLOPE ABOVE THE KEYED WALL AT A 14.5 GRADE. STATION 0+80 TO 1+10 WILL BE ARMORED WITH TYPE II STONE. A TEMPORARY ACCESS ROAD WILL NEED TO BE INSTALLED BEHIND THE GUARDRAIL TO FACILITATE THIS REPAIR. TEMPORARY STREAM RELOCATION WILL BE PLACED DURING THE INSTALLATION OF THE HEAVY RIP RAP TO THE SATISFACTION OF THE DESIGNED REPRESENTATIVE TO MINIMIZE THE IMPACT ON THE STREAM.



REVISED 7/14/16

**FINAL PLANS
10/29/15**

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2014, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 1	
SURVEYED BY :	J. HOLDING
SURVEYED DATE :	04-29-2015
DATUM	
VERTICAL	
HORIZONTAL	

DIRECTOR OF PROJECT DELIVERY	
APPROVED _____	DATE _____
PROJECT MANAGER : CHRIS BUMP	
PROJECT NAME :	POMFRET
PROJECT NUMBER :	D4-FAS 0166-60
SHEET 1 OF 9 SHEETS	

GENERAL INFORMATION

SYMBOLOLOGY LEGEND NOTE

THE SYMBOLOLOGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLOLOGY. THE SYMBOLOLOGY IS USED FOR EXISTING & PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROJECT ANNOTATION, AS NOTED ON PROJECT PLAN SHEETS. THIS LEGEND SHEET COVERS THE BASICS. SYMBOLOLOGY ON PLANS MAY VARY, PLAN ANNOTATIONS AND NOTES SHOULD BE USED TO CLARIFY AS NEEDED.

COMMON TOPOGRAPHIC POINT SYMBOLS

POINT CODE	DESCRIPTION
APL	BOUND APPARENT LOCATION
BM	BENCHMARK
BND	BOUND
CB	CATCH BASIN
COMB	COMBINATION POLE
DTHR	DROP INLET THROATED DNC
EL	ELECTRIC POWER POLE
FPOLE	FLAGPOLE
GASFIL	GAS FILLER
GP	GUIDE POST
GSO	GAS SHUT OFF
GUY	GUY POLE
GUYW	GUY WIRE
GV	GATE VALVE
H	TREE HARDWOOD
HCTRL	CONTROL HORIZONTAL
HVCTRL	CONTROL HORIZ. & VERTICAL
HYD	HYDRANT
IP	IRON PIN
IPPIPE	IRON PIPE
LI	LIGHT - STREET OR YARD
MB	MAILBOX
MH	MANHOLE (MH)
MM	MILE MARKER
PM	PARKING METER
PMK	PROJECT MARKER
POST	POST STONE/WOOD
RRSIG	RAILROAD SIGNAL
RRSL	RAILROAD SWITCH LEVER
S	TREE SOFTWOOD
SAT	SATELLITE DISH
SHRUB	SHRUB
SIGN	SIGN
STUMP	STUMP
TEL	TELEPHONE POLE
TIE	TIE
TSIGN	SIGN W/DOUBLE POST
VCTRL	CONTROL VERTICAL
WELL	WELL
WSO	WATER SHUT OFF

THESE ARE COMMON VAOT SURVEY POINT SYMBOLS FOR EXISTING FEATURES, ALSO USED FOR PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROPOSED ANNOTATION.

PROPOSED GEOMETRY CODES

CODE	DESCRIPTION
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
CC	CENTER OF CURVE
PT	POINT OF TANGENCY
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
PDB	POINT OF BEGINNING
POE	POINT OF ENDING
STA	STATION PREFIX
AH	AHEAD STATION SUFFIX
BK	BACK STATION SUFFIX
D	CURVE DEGREE OF (100FT)
R	CURVE RADIUS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE

R.O.W. ABBREVIATIONS (CODES) & SYMBOLS

POINT CODE	DESCRIPTION
CH	CHANNEL EASEMENT
CONST	CONSTRUCTION EASEMENT
CUL	CULVERT EASEMENT
D&C	DISCONNECT & CONNECT
DIT	DITCH EASEMENT
DR	DRAINAGE EASEMENT
DRIVE	DRIVEWAY EASEMENT
EC	EROSION CONTROL
HWY	HIGHWAY EASEMENT
I&M	INSTALL & MAINTAIN EASEMENT
LAND	LANDSCAPE EASEMENT
R&RES	REMOVE & RESET
R&REP	REMOVE & REPLACE
SR	SLOPE RIGHT
UE	UTILITY EASEMENT
(P)	PERMANENT EASEMENT
(T)	TEMPORARY EASEMENT
■	BNDS BOUND SET
■	BNDS BOUND TO BE SET
●	IPNS IRON PIN SET
●	IPNS IRON PIN TO BE SET
⊗	CALC EXISTING ROW POINT
○	PROW PROPOSED ROW POINT
[LENGTH]	LENGTH CARRIED ON NEXT SHEET

UTILITY SYMBOLOLOGY

UNDERGROUND UTILITIES	ABOVE GROUND UTILITIES (AERIAL)
UGU	UTILITY (GENERIC-UNKNOWN)
UT	TELEPHONE
UE	ELECTRIC
UC	CABLE (TV)
UEC	ELECTRIC+CABLE
UEY	ELECTRIC+TELEPHONE
UCT	CABLE+TELEPHONE
UECT	ELECTRIC+CABLE+TELEP.
G	GAS LINE
W	WATER LINE
S	SANITARY SEWER (SEPTIC)
AGU	UTILITY (GENERIC-UNKNOWN)
T	TELEPHONE
E	ELECTRIC
C	CABLE (TV)
EC	ELECTRIC+CABLE
ET	ELECTRIC+TELEPHONE
AER ET	ELECTRIC+TELEPHONE
CT	CABLE+TELEPHONE
ECT	ELECTRIC+CABLE+TELEP.
	UTILITY POLE GUY WIRE

PROJECT CONSTRUCTION SYMBOLOLOGY

PROJECT DESIGN & LAYOUT SYMBOLOLOGY	PROJECT CONSTRUCTION FEATURES
---CZ---	CLEAR ZONE
-----	PLAN LAYOUT MATCHLINE
▲	TOP OF CUT SLOPE
●	TOE OF FILL SLOPE
⊗	STONE FILL
⊙	BOTTOM OF DITCH
---	CULVERT PROPOSED
---	STRUCTURE SUBSURFACE
---	PROJECT DEMARCATION FENCE
---	BARRIER FENCE
---	TREE PROTECTION ZONE (TPZ)
---	STRIPING LINE REMOVAL
---	SHEET FILES

CONVENTIONAL BOUNDARY SYMBOLOLOGY

BOUNDARY LINES	DESCRIPTION
---	TOWN BOUNDARY LINE
---	COUNTY BOUNDARY LINE
---	STATE BOUNDARY LINE
---	PROPOSED STATE R.O.W. (LIMITED ACCESS)
---	PROPOSED STATE R.O.W.
---	STATE ROW (LIMITED ACCESS)
---	STATE ROW
---	TOWN ROW
---	PERMANENT EASEMENT LINE (P)
---	TEMPORARY EASEMENT LINE (T)
---	SURVEY LINE
---	PROPERTY LINE (P/L)
SR	SLOPE RIGHTS
6F	6F PROPERTY BOUNDARY
4F	4F PROPERTY BOUNDARY
HAZ	HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLOLOGY

EPSC MEASURES	DESCRIPTION
○	FILTER CURTAIN
---	SILT FENCE
---	SILT FENCE WOVEN WIRE
---	CHECK DAM
---	DISTURBED AREAS REQUIRING RE-VEGETATION
---	EROSION MATTING

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLOLOGY

ENVIRONMENTAL RESOURCES

---	WETLAND BOUNDARY
---	RIPARIAN BUFFER ZONE
---	WETLAND BUFFER ZONE
---	SOIL TYPE BOUNDARY
---	THREATENED & ENDANGERED SPECIES
HAZ	HAZARDOUS WASTE AREA
AG	AGRICULTURAL LAND
HABITAT	FISH & WILDLIFE HABITAT
FLOOD PLAN	FLOOD PLAN
OHW	ORDINARY HIGH WATER (OHW)
---	STORM WATER
---	USDA FOREST SERVICE LANDS
---	WILDLIFE HABITAT SUIT/CONN

ARCHEOLOGICAL & HISTORIC

---	ARCHEOLOGICAL BOUNDARY
---	HISTORIC DISTRICT BOUNDARY
---	HISTORIC AREA
Ⓟ	HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLOLOGY

EXISTING FEATURES	DESCRIPTION
---	ROAD EDGE PAVEMENT
---	ROAD EDGE GRAVEL
---	DRIVEWAY EDGE
---	DITCH
---	FOUNDATION
---	FENCE (EXISTING)
---	FENCE WOOD POST
---	FENCE STEEL POST
---	GARDEN
---	ROAD GUARDRAIL
---	RAILROAD TRACKS
---	CULVERT (EXISTING)
---	STONE WALL
---	WALL
---	WOOD LINE
---	BRUSH LINE
---	HEDGE
---	BODY OF WATER EDGE
---	LEDGE EXPOSED

REVISED 7/14/16

PROJECT NAME:	POMFRET	PLOT DATE:	JUNE 3, 2009
PROJECT NUMBER:	D4-FAS 0166-60	DRAWN BY:	M. Bishop
FILE NAME:	0166-60	DESIGNED BY:	J. Holding
PROJECT LEADER:	C. Bump	CONVENTIONAL SYMBOLOLOGY LEGEND SHEET	SHEET 2 OF 9

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THESE PLANS AND THE VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, INCLUDING ALL SUBSEQUENT REVISIONS AND REVISED SPECIFICATIONS AND SPECIAL PROVISIONS INCORPORATED IN THE CONTRACT DOCUMENTS.
2. EXISTING DIMENSIONS SHOWN IN THE PLANS WERE DEVELOPED FROM LIMITED FIELD SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING ALL DIMENSIONS AND ASSOCIATED QUANTITIES APPLICABLE TO THIS WORK.
3. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING PAVEMENT, PAVEMENT MARKINGS, GUARDRAIL, FENCING, PIPES, DROP INLETS, CONCRETE SIGN FOUNDATIONS AND HEADWALLS. THE CONTRACTOR SHALL REPAIR ALL EXISTING PAVEMENT, PAVEMENT MARKINGS, GUARDRAIL, FENCING, PIPES, DROP INLETS, CONCRETE SIGN FOUNDATIONS AND HEADWALLS DAMAGED DURING CONSTRUCTION ACTIVITIES TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COMPENSATION.
4. IF SIGNS NEED TO BE MOVED BECAUSE OF CONSTRUCTION ACTIVITY COSTS FOR REMOVING AND RESETTING SIGNS SHALL BE INCIDENTAL TO ITEM 641.10 TRAFFIC CONTROL
5. CONTRACTOR SHALL CONTACT DIGSAFE PER ACT NO. 86 OF 1987(30 VSA CHAPTER 86) PRIOR TO CONSTRUCTION.
6. INSTALLATION OF INITIAL APPROX. 25' STONE FILL SLOPE PROTECTION SHALL BE CONSIDERED A TEST SECTION; TEST SECTION MUST BE APPROVED BY ENGINEER PRIOR TO INSTALLATION OF ADDITIONAL STONE FILL; COSTS WILL BE CONSIDERED INCIDENTAL TO STONE FILL ITEMS.
7. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING THE STONE FILL AS A WELL-COMPACTED MASS FULL DEPTH, WITH STONES INTERLOCKED WITH EACH OTHER AND WITH NO LARGE VOIDS TO REDUCE THE POTENTIAL FOR UPLIFT AND MOVEMENT AND TO PREVENT GRUBBING MATERIAL FROM WASHING INTO THE STONE.
8. THE CONTRACTOR SHALL PLACE A 12" (MINIMUM) LAYER OF GRUBBING MATERIAL OVER THE TOP OF THE FINISHED STONE FILL SLOPE DOWN TO NORMAL HIGH WATER ELEVATION. GRUBBING MATERIAL SHALL BE WORKED IN TO THE STONE FILL MASS, AND INTO ANY SMALL REMAINING SURFACE VOIDS AND CREVASSES.
9. ALL EQUIPMENT SHALL BE MOVED OUTSIDE OF THE CLEAR ZONE OR PROTECTED BY APPROVED BARRIERS DURING NON-WORKING HOURS 10' FROM EDGE OF WHITE LINE OR OTHER APPROVED LOCATION BY ENGINEER.
10. THE CONTRACTOR SHALL USE EFFECTIVE METHODS TO MINIMIZE TURBIDITY WHILE WORKING IN THE STREAM TO THE SATISFACTION OF THE ENGINEER; COST WILL BE CONSIDERED INCIDENTAL TO STONE FILL ITEMS.
11. A MINIMUM OF ONE LANE TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
12. ALL TRAFFIC CONTROL SHALL CONFORM TO THE VAOT STANDARDS LISTED AND THE 2009 MUTCD.
13. ALL WORK SHALL BE COMPLETED WITHIN THE STATE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER.
14. ALL MATERIALS SHALL BE FROM PRE-APPROVED SOURCE AND PRODUCTS ON THE APPROVED PRODUCTS LIST.
15. THE CONTRACTOR IS ADVISED TO EXERCISE CAUTION WHILE WORKING IN AREAS OF OVERHEAD AND UNDERGROUND UTILITIES. UTILITIES WILL NOT BE RELOCATED OR DE-ENERGIZED IN PREPARATION FOR THIS PROJECT. CONTRACTOR SHALL PLAN THE WORK ACCORDINGLY. CONTRACTOR COORDINATION WITH THE UTILITIES IS ENCOURAGED FOR THE CONTRACTOR CONVENIENCE SEE UTILITY SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

**SEEDING FORMULA
RURAL AREAS**

% BT.	LBS./A.	NAME	PUR %	GERM %
37.5	22.5	CREeping RED FESCUE	98	95
12.5	7.5	TALL FESCUE	95	90
5.0	3.0	RED TOP	98	90
5.0	3.0	BROODFOOT TREFOL	98	95
5.0	3.0	ANNUAL RYEGRASS	95	95
100.0	60.0			

GENERAL NOTES

- SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- SEEDS TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.
- FERTILIZER: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).
- AGRICULTURAL LIMESTONE, TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.
- HAY MULCH TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.
- ~~TOPSON--TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.~~

Estimated Quantities

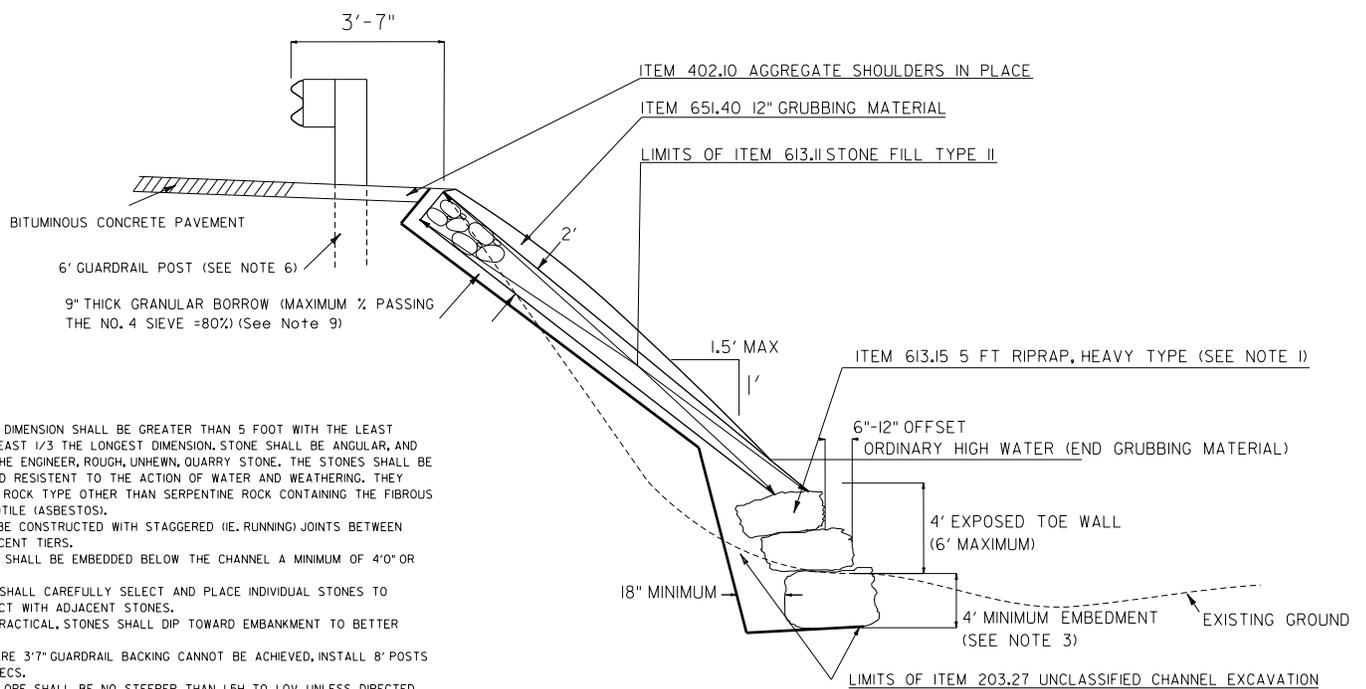
Pay Item	Description	Quantity	
201.10	Clearing and Grub	1	LS
203.27	Unclassified Channel Excavation	200	CY
402.10	Agg. Shoulders In Place	10	CY
613.11	Stone Fill Type II	200	CY
613.15	Rip Rap Heavy Type	150	CY
651.40	Grubbing Material	275	SY
203.30	Granular Borrow	75	CY
621.75	Remove and Reset GR	100	LF
651.15	Seed	6	LB
651.18	Fertilizer	50	LB
651.20	Agricultural Limestone	0.2	TON
651.25	Hay Mulch	0.2	TON
630.15	Flaggers	160	HRS
641.10	Traffic Control	1	LS
621.90	Temporary Traffic Barrier	96	LF
900.65	Temporary Stream Relocation	1	LS
635.11	Mobilization/Demobilization	1	LS

Note: The quantities shown are for estimating purposes only.

REVISED 7/14/16

PROJECT NAME:	POMFRET
PROJECT NUMBER:	D4-FAS 0166-60
FILE NAME: 066-60	PLOT DATE: JUNE 3, 2015
PROJECT LEADER: C.BUMP	DRAWN BY: J. HOLDING
DESIGNED BY:	CHECKED BY: M. BLAKSLIE
GENERAL NOTES & QUANTITY SHEET	SHEET 3 OF 9

STONE FILL SLOPE PROTECTION WITH STONE TOE WALL



NOTES.

1. THE PRINCIPLE DIMENSION SHALL BE GREATER THAN 5 FOOT WITH THE LEAST DIMENSION AT LEAST 1/3 THE LONGEST DIMENSION. STONE SHALL BE ANGULAR, AND APPROVED BY THE ENGINEER, ROUGH, UNHEWN, QUARRY STONE. THE STONES SHALL BE HARD, SOUND AND RESISTENT TO THE ACTION OF WATER AND WEATHERING. THEY SHALL BE OF A ROCK TYPE OTHER THAN SERPENTINE ROCK CONTAINING THE FIBROUS VARIETY CHRYSOTILE (ASBESTOS).
2. WALL SHALL BE CONSTRUCTED WITH STAGGERED (I.E. RUNNING) JOINTS BETWEEN ROCKS ON ADJACENT TIERS.
3. FOOTER ROCK SHALL BE EMBEDDED BELOW THE CHANNEL A MINIMUM OF 4'0" OR ON BEDROCK.
4. CONTRACTOR SHALL CAREFULLY SELECT AND PLACE INDIVIDUAL STONES TO MAXIMIZE CONTACT WITH ADJACENT STONES.
5. TO EXTENT PRACTICAL, STONES SHALL DIP TOWARD EMBANKMENT TO BETTER RESIST SLIDING.
6. IN AREAS WHERE 3'-7" GUARDRAIL BACKING CANNOT BE ACHIEVED, INSTALL 8' POSTS PER ITEM 621 SPECS.
7. THE STONE SLOPE SHALL BE NO STEEPER THAN 1.5H TO 1.0V UNLESS DIRECTED BY THE ENGINEER.
8. GEOTEXTILE ITEM 649.31 CAN BE USED INSTEAD OF GRANULAR BORROW AT THE TOP 5 FEET OF SLOPE. GEOTEXTILE MAY BE USED FOR THE TOTAL LENGTH OF SLOPE WHEN THE MAXIMUM HEIGHT OF THE SLOPE IS LESS THAN 15 FEET.

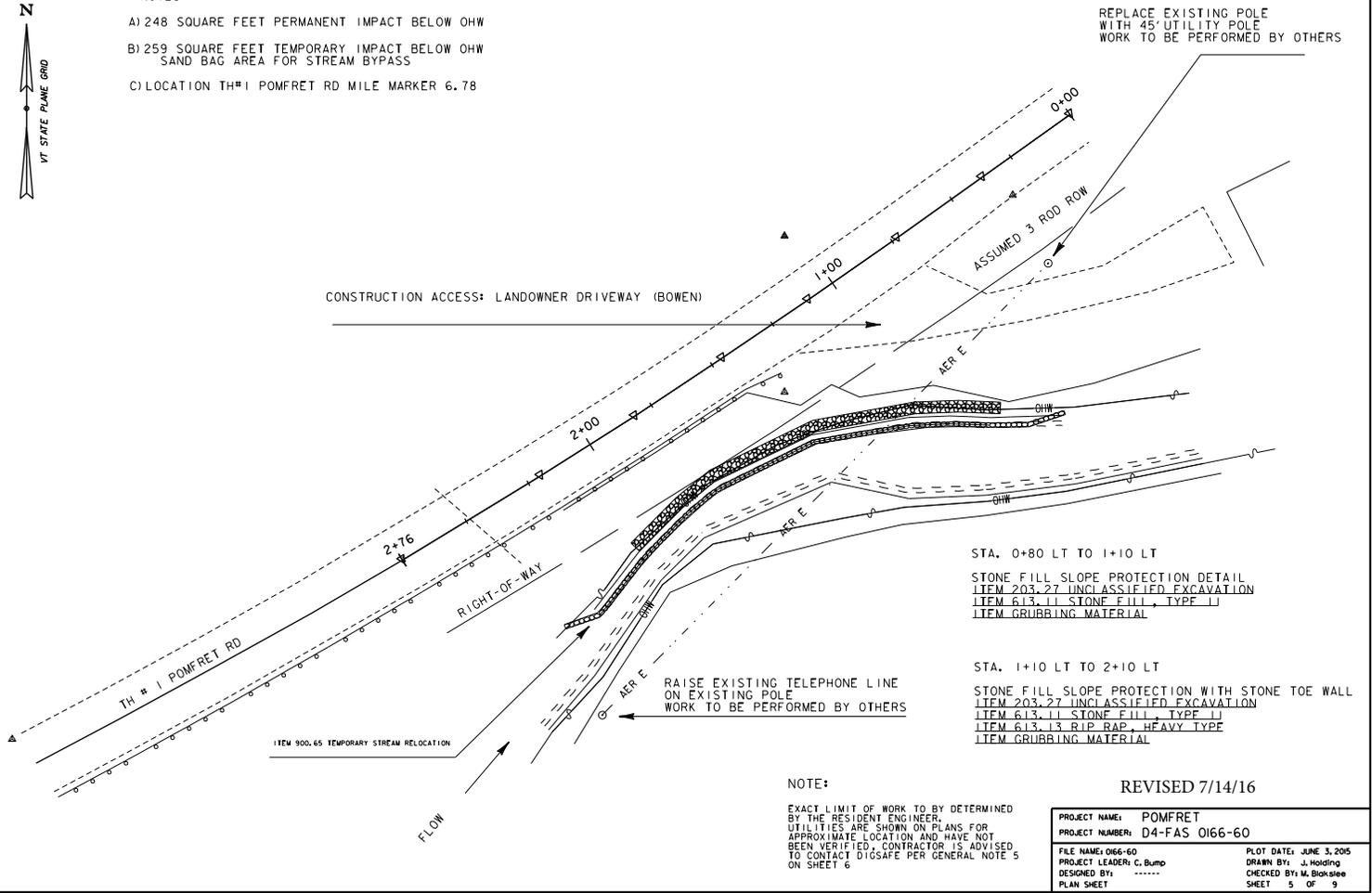
REVISED 7/14/16

PROJECT NAME:	POMFRET
PROJECT NUMBER:	D4-FAS 0166-60
FILE NAME:	0166-60
PROJECT LEADER:	C. BLUMP
DESIGNED BY:	A. BERNER
TYPICAL SECTION SHEET	
PLOT DATE:	2013
DRAWN BY:	A. BERNER
CHECKED BY:	M. REONONO
SHEET	4 OF 9



NOTES

- A) 248 SQUARE FEET PERMANENT IMPACT BELOW OHW
- B) 259 SQUARE FEET TEMPORARY IMPACT BELOW OHW
SAND BAG AREA FOR STREAM BYPASS
- C) LOCATION TH#1 POMFRET RD MILE MARKER 6.78



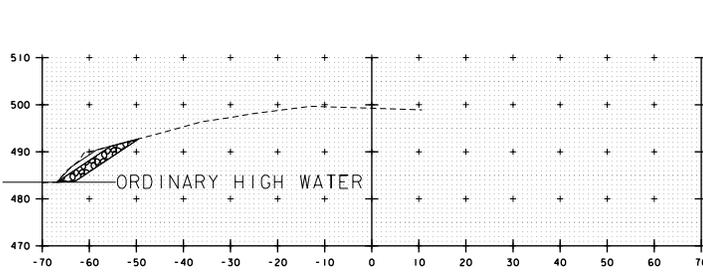
STA. 0+80 LT TO 1+10 LT
 STONE FILL SLOPE PROTECTION DETAIL
 ITEM 203.27 UNCLASSIFIED EXCAVATION
 ITEM 613.11 STONE FILL, TYPE 11
 ITEM GRUBBING MATERIAL

STA. 1+10 LT TO 2+10 LT
 STONE FILL SLOPE PROTECTION WITH STONE TOE WALL
 ITEM 203.27 UNCLASSIFIED EXCAVATION
 ITEM 613.11 STONE FILL, TYPE 11
 ITEM 613.13 RIP RAP, HEAVY TYPE
 ITEM GRUBBING MATERIAL

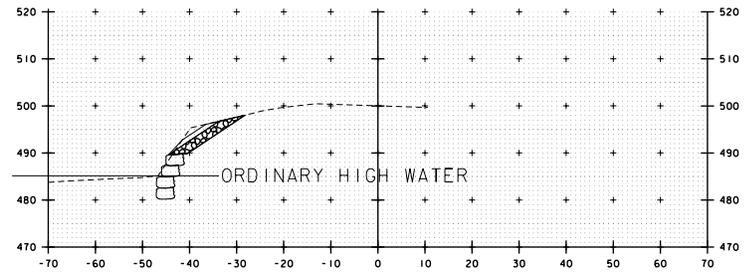
NOTE:
 EXACT LIMIT OF WORK TO BE DETERMINED BY THE RESIDENT ENGINEER. UTILITIES ARE SHOWN ON PLANS FOR APPROXIMATE LOCATION AND HAVE NOT BEEN VERIFIED. CONTRACTOR IS ADVISED TO CONTACT DIGSAFE PER GENERAL NOTE 5 ON SHEET 6

REVISED 7/14/16

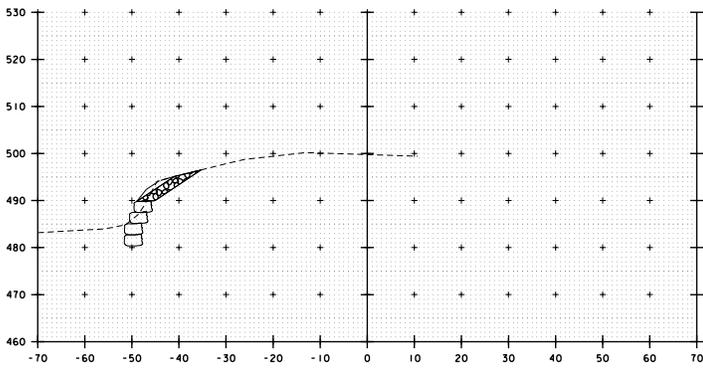
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PROJECT NUMBER: D4-FAS 0166-60		DRAWN BY: J. Holding	
FILE NAME: 0166-60	PROJECT LEADER: C. Bump	CHECKED BY: M. Bloksee	SHEET 5 OF 9
DESIGNED BY:	PLAN SHEET		



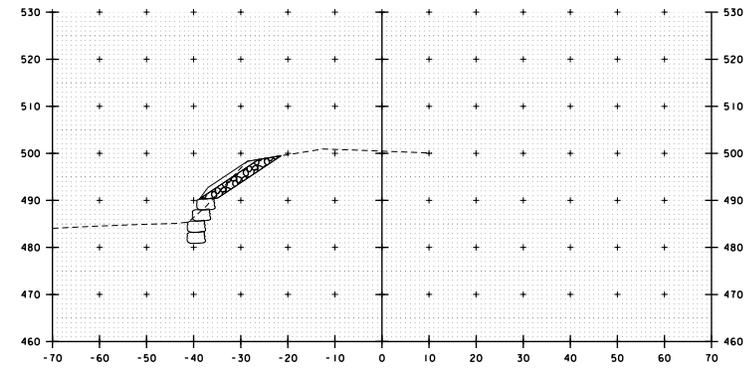
0+80



1+10



1+00

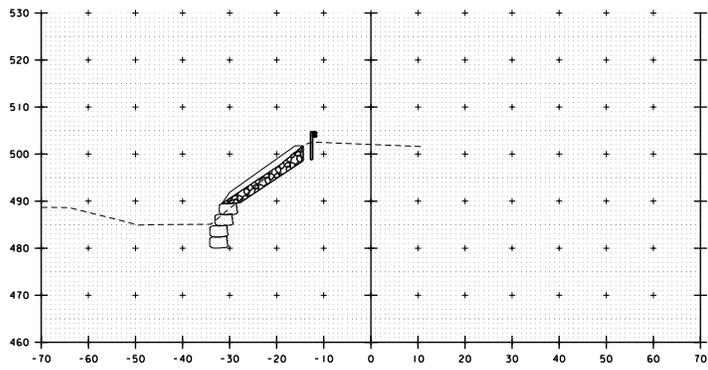


1+25

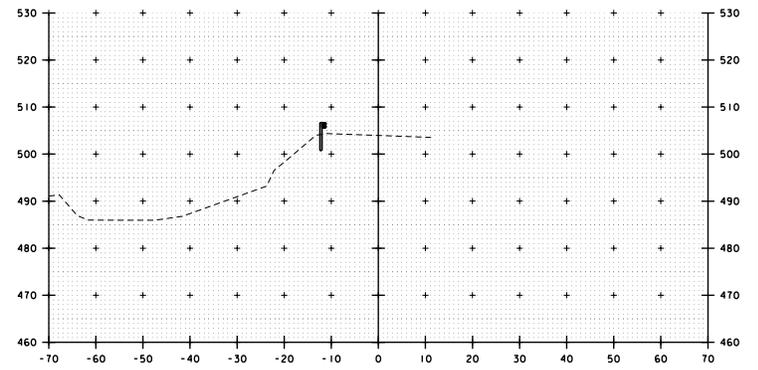
REVISED 7/14/16

STA. 0+80 TO STA. 1+25

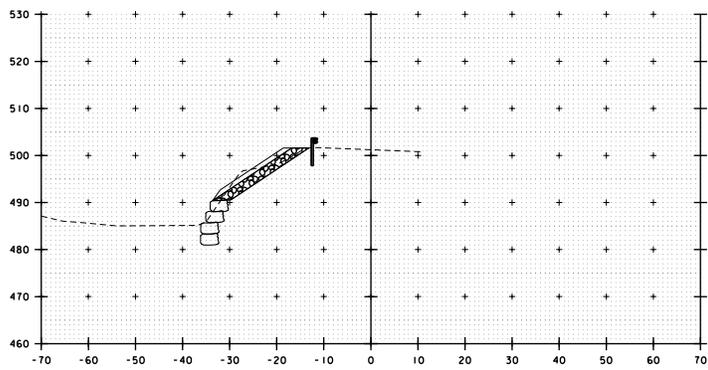
PROJECT NAME:	POMFRET	PLAT DATE:	JUNE 3, 2005
PROJECT NUMBER:	D4-FAS 0166-60	DRAWN BY:	J. HOLDING
FILE NAME:	0166-60	DESIGNED BY:
PROJECT LEADER:	C. BLUMP	CHECKED BY:	M. BLAKSLEE
CROSS SECTIONS:		SHEET	7 OF 9



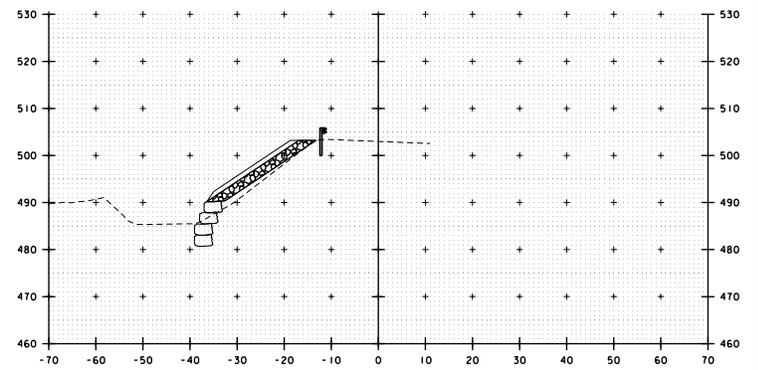
1+75



2+25



1+50



2+00

REVISED 7/14/16

STA. 1+50 TO STA. 2+25

PROJECT NAME:	POMFRET	PLOT DATE:	JUNE 3, 2005
PROJECT NUMBER:	D4-FAS 0166-60	DRAWN BY:	J. HOLDING
FILE NAME:	0166-60	DESIGNED BY:
PROJECT LEADER:	C. BLUMP	CHECKED BY:	M. BLAKSLEE
CROSS SECTIONS		SHEET	8 OF 9

1. TRAFFIC CONTROL DEVICES NOT DETAILED IN THE VERMONT AGENCY OF TRANSPORTATION (VACT) "STANDARD DRAWINGS" OR THE PROJECT PLANS SHALL BE IN ACCORDANCE WITH THE CURRENT "MANUAL ON TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK, AND THEIR LATEST REVISIONS, (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
2. CONSTRUCTION SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER.
3. DIAMOND SHAPED CONSTRUCTION SIGNS SHALL BE 48 INCH BY 48 INCH.
4. CONSTRUCTION SIGN COVERS SHALL CONSIST OF A PANEL, PAINTED FLAT BLACK, THE SAME SIZE AS THE SIGN IT COVERS. THE PANEL SHALL BE OF WOOD, PLYWOOD, HARDBOARD OR ANY MATERIAL SATISFACTORY TO THE ENGINEER. NO MATERIAL WILL BE APPROVED THAT WILL DETERIORATE BY EXPOSURE TO THE WEATHER DURING THE PROJECT. MOUNTING OF THE PANEL SHALL BE DONE IN SUCH A WAY AS NOT TO DAMAGE THE SIGN FACE MATERIAL.
5. SIGNS SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION SATISFACTORY TO THE ENGINEER. THEY SHALL BE KEPT PLUMB AND LEVEL, AND ALWAYS PRESENT A NEAT APPEARANCE. DAMAGED, DEFACED OR DIRTY SIGNS SHALL BE REPAIRED, CLEANED OR REPLACED AS ORDERED BY THE ENGINEER.
6. NO CROSS-BRACING OR BACK-BRACING TO KEEP POSTS PLUMB WILL BE ALLOWED. CONCRETE FOUNDATIONS, COLLARS OR SOIL BEARING PLATES ARE NOT PERMITTED.
7. CONSTRUCTION SIGNS INSTALLED ON POSTS SHALL BE SET SECURELY IN THE GROUND ON TWO POSTS. THE BOTTOM OF A SIGN SHALL BE AT LEAST FIVE FEET ABOVE THE EDGE OF PAVEMENT AND THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT, FOUR FEET OUTSIDE GUARDRAIL, OR TWO FEET OUTSIDE CURBING OR SIDEWALK. THE INSTALLATION OF SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. IN URBAN AREAS, THE BOTTOM OF THE SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE SIDEWALK OR EDGE OF PAVEMENT, WHICHEVER IS HIGHER.
8. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A MINIMUM OF ONE FOOT ABOVE THE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
9. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
10. ROLL UP CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 288 (AMERICAN SOCIETY FOR TESTING AND MATERIALS) (ASTM) D 4956J TYPE VI AND TYPE VII UNLESS OTHERWISE NOTED.
11. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 288 (AMERICAN SOCIETY FOR TESTING AND MATERIALS) (ASTM) D 4956J TYPE VIII OR IX REQUIREMENTS UNLESS OTHERWISE NOTED.
12. WHERE CONSTRUCTION SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL MEET NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 OR THE AASHTO "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POSTS. WHEN ANCHORS ARE INSTALLED, STUDS SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
13. ROADWAY AND SHOULDER WIDTHS DEPICTED ON THE STANDARD DRAWINGS MAY VARY.
14. THESE STANDARD DRAWINGS ARE INTENDED TO SERVE AS VTRANS STANDARD OPERATING PROCEDURE. IT IS NOTED THAT COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL WORK ZONE MAY BE MODIFIED DUE TO FIELD CONDITIONS AT THE DISCRETION OF THE ENGINEER.

REV.	DATE	DESCRIPTION
0	AUG. 6, 2012	ORIGINAL APPROVAL
1	APR. 25, 2016	INSERTED NOTE 3, UPDATED STANDARD NAME

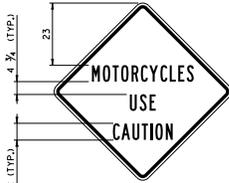
OTHER STANDARDS REQUIRED: NONE
VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION

TEMPORARY TRAFFIC CONTROL GENERAL NOTES



STANDARD
T - 1

<p>LEGEND</p> <p>(A) ROAD WORK AHEAD W20-1</p> <p>(B) ROAD WORK 500 FT W20-1</p> <p>(C) SIDE ROAD WORK AHEAD VC-869</p> <p>(D) SIDE ROAD WORK 500 FT VC-869</p> <p>(E) SIDE ROAD WORK LEFT VC-869</p> <p>(F) SIDE ROAD WORK RIGHT VC-869</p> <p>(G) ROAD WORK NEXT XX MILES G20-1</p> <p>(H) END ROAD WORK G20-2</p>	<div style="text-align: center;"> <p>TYPICAL APPROACH SIGNING</p> <p>FIELD CONDITIONS MAY DICTATE THE ACTUAL PLACEMENT.</p> </div> <div style="text-align: center;"> <p>SIDE ROAD APPROACH SIGNING</p> <p>TO BE USED WHEN CONSTRUCTION IS UP TO 1000 FEET FROM THE INTERSECTION. FIELD CONDITIONS MAY DICTATE THE ACTUAL PLACEMENT.</p> </div>	<p>GENERAL NOTES:</p> <ol style="list-style-type: none"> SIGNS SHOWN ON THIS SHEET ARE INTENDED FOR USE IN PROVIDING ADVANCE WARNING AND INFORMATION ON CONSTRUCTION PROJECTS OVER WHICH TRAFFIC WILL BE MAINTAINED. WHEN ADDITIONAL APPROACH SIGNS OR OTHER TYPES OF ADVANCE SIGNING OR CONTROL ARE NECESSARY, THE PLANS AND/OR THE SPECIFICATIONS FOR THAT PROJECT WILL GIVE THE DETAILS OF THE SIGNS AND DEVICES REQUIRED. FOR ON-PROJECT CONSTRUCTION SIGNS, REFER TO APPROPRIATE STANDARD SHEETS. THE "ROAD WORK NEXT XX MILES" SIGN (G20-1) SHALL BE INSTALLED IN ADVANCE OF TEMPORARY TRAFFIC CONTROL ZONES THAT ARE MORE THAN TWO MILES IN LENGTH OR AS DIRECTED BY THE ENGINEER. DISTANCES SHALL BE STATED TO THE NEAREST WHOLE MILE. SIGNS SHALL BE LOCATED AS DETAILED ON THIS SHEET OR AS OTHERWISE SHOWN ON THE PLANS. THEY SHALL APPEAR AT EACH END OF THE HIGHWAY UNDER CONSTRUCTION AND ON ALL INTERSECTING PUBLIC HIGHWAYS. THE ENGINEER SHALL DETERMINE THE EXACT LOCATIONS. <p>OTHER STDS. REQUIRED: T-1, T-28</p>	
<p>REVISIONS AND CORRECTIONS AUG. 6, 2012 - ORIGINAL APPROVAL DATE</p>	<p>APPROVED <i>[Signature]</i> HIGHWAY SAFETY & DESIGN ENGINEER</p> <p><i>[Signature]</i> DIRECTOR OF PROGRAM DEVELOPMENT</p> <p><i>[Signature]</i> FEDERAL HIGHWAY ADMINISTRATION</p>	<h2 style="margin: 0;">CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING</h2>	STANDARD T-10

 <p>VC-001</p>	 <p>VC-003</p>	 <p>VC-004</p>	 <p>VC-008</p>
 <p>VC-813</p>	 <p>VC-869</p>	 <p>VC-874</p>	<p>GENERAL NOTES:</p> <ol style="list-style-type: none"> COLORS FOR SIGNS SHALL BE BLACK LEGEND AND BORDER ON FLUORESCENT ORANGE BACKGROUND. CONSTRUCTION SIGNS SHALL BE 48 INCH BY 48 INCH. IF SOLID SUBSTRATE SIGNS ARE USED, SIGNS SHALL HAVE CORNERS ROUNDED TO A THREE INCH RADIUS. SIGNS SHALL HAVE 1 1/4 INCH WIDE BORDERS THAT ARE INDENTED 3/4 INCH FROM THE EDGE OF THE SIGN. SIGNS SHALL HAVE THE LEGEND CENTERED HORIZONTALLY AND VERTICALLY ON THE SIGN UNLESS OTHERWISE INDICATED. ALL DIMENSIONS SHOWN IN INCHES. <p>OTHER STDS. REQUIRED: T-1</p>
<p>REVISIONS AND CORRECTIONS AUG. 6, 2012 - ORIGINAL APPROVAL DATE</p>	<p>APPROVED <i>W.A.P.</i> HIGHWAY SAFETY & DESIGN ENGINEER <i>Mark D. Reibter</i> DIRECTOR OF PROGRAM DEVELOPMENT FEDERAL HIGHWAY ADMINISTRATION</p>	<p align="center">CONSTRUCTION SIGN DETAILS</p>	 <p align="right">STANDARD T-28</p>

Notes for Figure 6H-10—Typical Application 10
Lane Closure on a Two-Lane Road Using Flaggers

Option:

- For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible to road users approaching from both directions, may be used (see Chapter 6B).
- The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short-duration operations.
- Flashing warning lights and/or flags may be used to call attention to the advance warning signs. A BE PREPARED TO STOP sign may be added to the sign series.

Guidance:

- The buffer space should be extended so that the two-way traffic taper is placed before a horizontal (or crest vertical) curve to provide adequate sight distance for the flagger and a queue of stopped vehicles.

Standard:

- At night, flagger stations shall be illuminated, except in emergencies.

Guidance:

- When used, the BE PREPARED TO STOP sign should be located between the Flagger sign and the ONE LANE ROAD sign.
- When a grade crossing exists within or upstream of the transition area and it is anticipated that queues resulting from the lane closure might extend through the grade crossing, the TTC zone should be extended so that the transition area precedes the grade crossing.
- When a grade crossing equipped with active warning devices exists within the activity area, provisions should be made for keeping flaggers informed as to the activation status of these warning devices.
- When a grade crossing exists within the activity area, drivers operating on the left-hand side of the normal center line should be provided with comparable warning devices as for drivers operating on the right-hand side of the normal center line.
- Early coordination with the railroad company or light rail transit agency should occur before work starts.

Option:

- A flagger or a uniformed law enforcement officer may be used at the grade crossing to minimize the probability that vehicles are stopped within 15 feet of the grade crossing, measured from both sides of the outside rails.

Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	600 feet
Expressway / Freeway	1,000 feet	1,600 feet	2,040 feet

* Speed category to be determined by highway agency

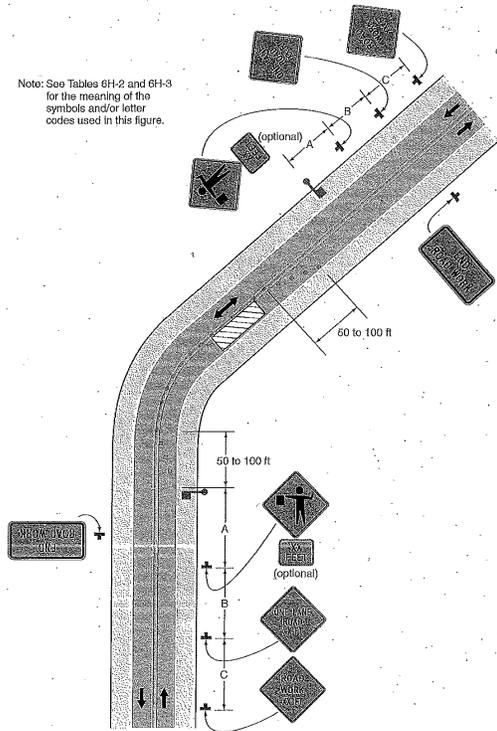
** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-6. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Table 6H-4. Formulas for Determining Taper Length

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = WS^2$
45 mph or more	$L = WS$

Where: L = taper length in feet
W = width of offset in feet
S = posted speed limit, or all-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

Figure 6H-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)



Typical Application 10