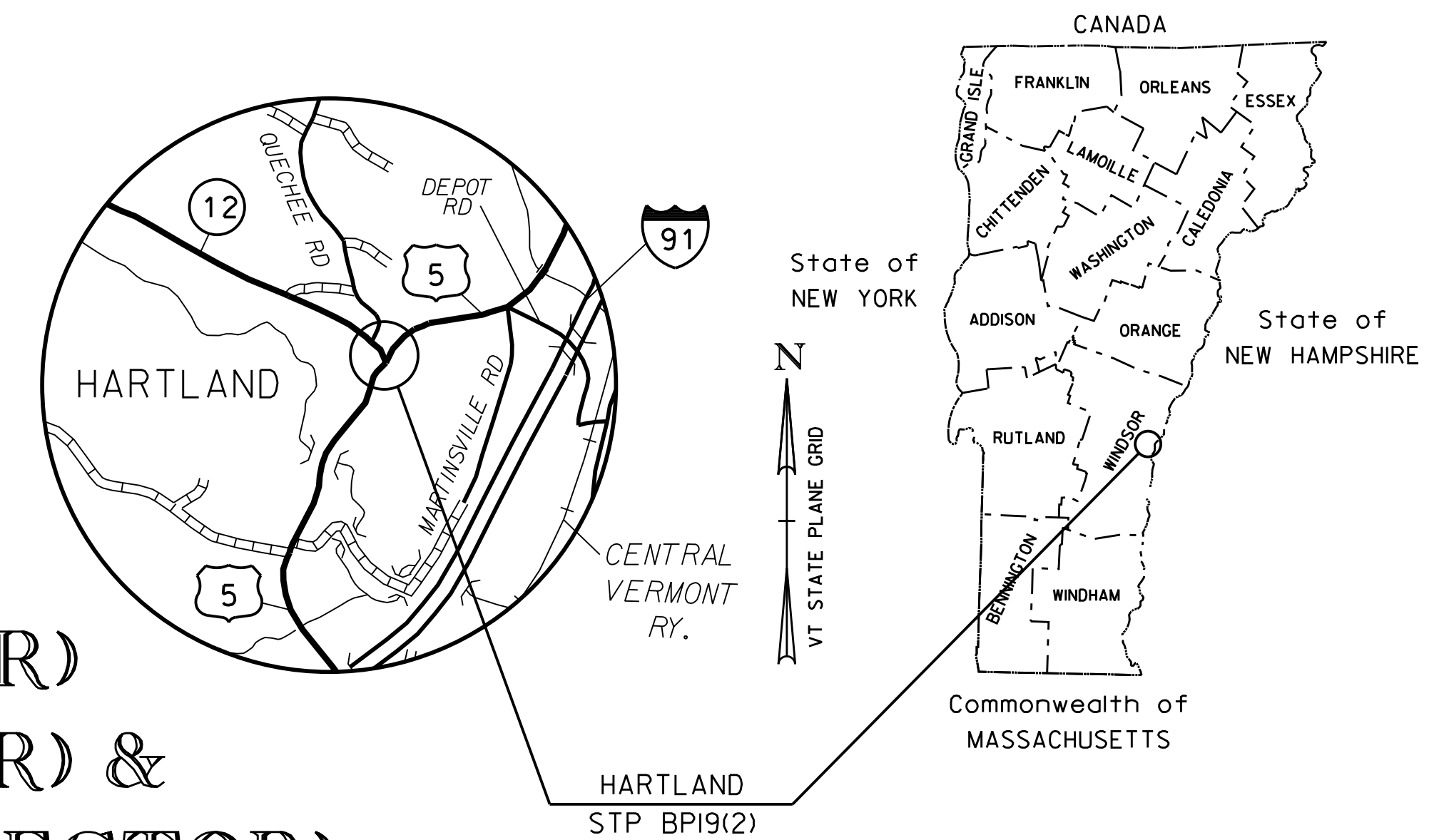


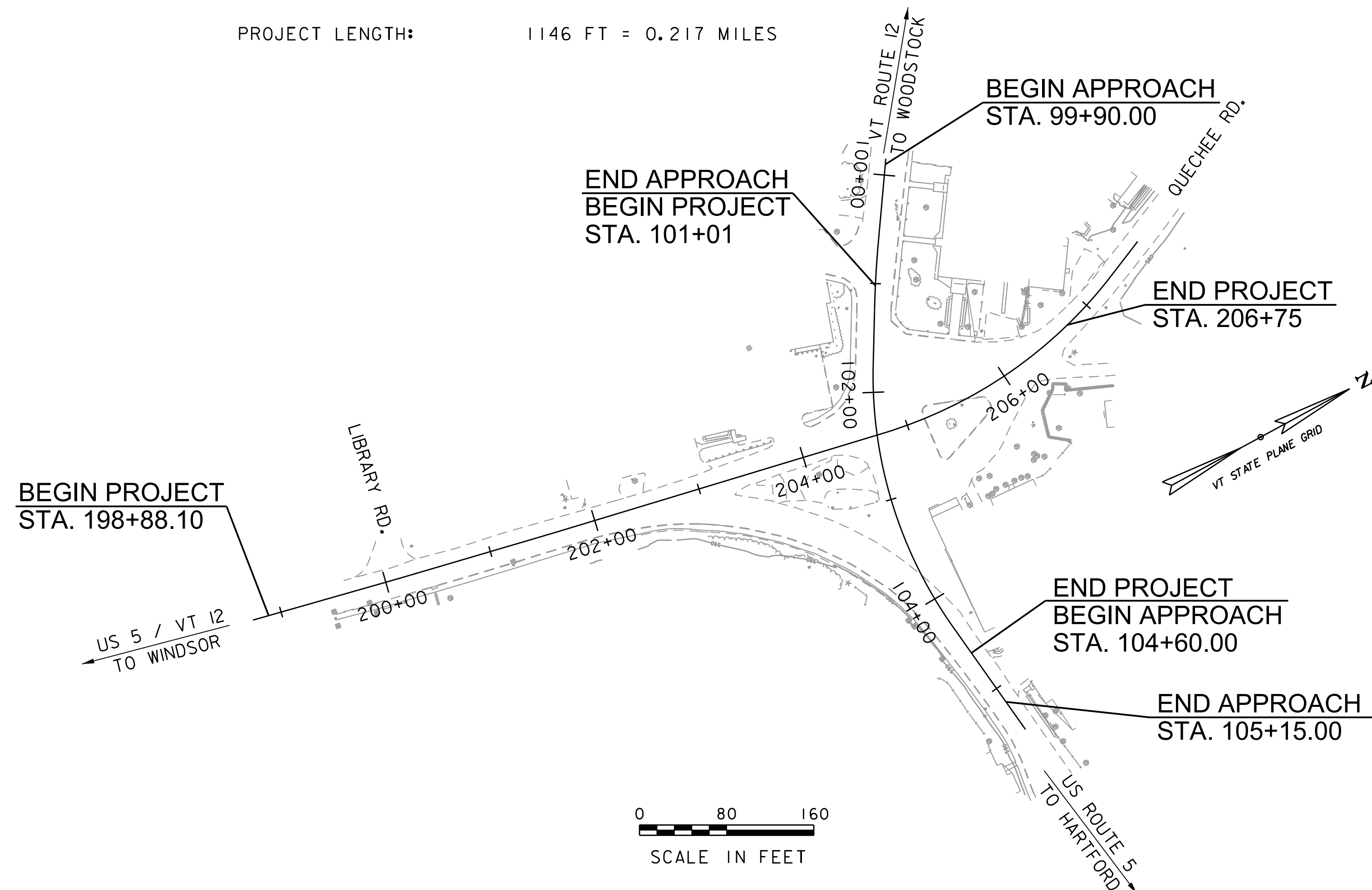
PROPOSED IMPROVEMENT TOWN OF HARTLAND COUNTY OF WINDSOR INTERSECTION OF US ROUTE 5 (MAJOR COLLECTOR) VT ROUTE 12 (MAJOR COLLECTOR) & TH #2 QUEECHEE ROAD (MINOR COLLECTOR)



PROJECT LOCATION: THIS PROJECT IS LOCATED AT THE INTERSECTION OF VT ROUTE 12, US ROUTE 5, AND QUEECHEE ROAD. THE PROJECT BEGINS ON US ROUTE 5 APPROXIMATELY 125 FEET SOUTH OF THE VT5/LIBRARY ROAD INTERSECTION AND EXTENDS APPROXIMATELY 250 FEET NORTH OF THE VT 12/QUEECHEE ROAD INTERSECTION. THE PROJECT EXTENDS FROM 125 FEET WEST TO 200 FEET EAST OF THE INTERSECTION.

PROJECT DESCRIPTION: THE WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES A REALIGNMENT OF THE INTERSECTION, NEW SURFACE PAVEMENT, NEW SIDEWALK, NEW DRAINAGE, UNDERGROUND UTILITIES, STRIPING, SIGNAGE, LANDSCAPING, AND OTHER INCIDENTAL ITEMS NEEDED FOR CONSTRUCTION.

PROJECT LENGTH: 1146 FT = 0.217 MILES



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON APRIL 13, 2018 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 2
SURVEYED BY : VHB
SURVEYED DATE : SEPTEMBER 2015
DATUM
VERTICAL NAVD 88 (GEOID 12A)
HORIZONTAL VT STATE PLANE (NAD 83)



PROJECT MANAGER : DANIEL M. PECK , PE
PROJECT NAME : HARTLAND
VHB PROJECT NUMBER : STP BP19 (2)
SHEET 1 OF 56 SHEETS

INDEX OF SHEETS

2	INDEX OF SHEETS
3	CONVENTIONAL SYMBOLOGY LEGEND SHEET
4	NOTES SHEET
5-8	TYPICAL SECTIONS
9-13	DETAILS SHEETS
14-16	QUANTITY SUMMARY SHEETS
17	ITEM DETAIL SHEET
18	DRAINAGE DETAIL SHEET
19	ALIGNMENT LAYOUT PLAN
20-21	ROADWAY LAYOUT PLANS
22	LANDSCAPING LAYOUT PLAN
23-24	DRAINAGE AND UTILITY LAYOUT PLANS
25-26	PROFILE SHEETS
27	INTERSECTION GRADING PLAN
28-29	SIGNING AND STRIPING LAYOUT PLANS
30-33	TRAFFIC SIGN SUMMARY SHEETS
34	TRAFFIC CONTROL NOTES
35	CONSTRUCTION APPROACH WARNING SIGNS
36-38	CONSTRUCTION PHASING PLANS
39	EPSC DETAILS
40-41	EPSC PLANS
42-53	CROSS SECTIONS
54	ROW DETAIL SHEET
55-56	ROW LAYOUT SHEETS

APPLICABLE VTRANS CONSTRUCTION STANDARDS

<u>STANDARD</u>	<u>DESCRIPTION</u>	<u>REVISION DATE</u>
B-12	SIDE ROAD INTERSECTION, DEPRESSED RAMP	6-1-1994
B-71A	STANDARD FOR RESIDENTIAL DRIVES	4-7-2020
B-71B	STANDARD FOR COMMERCIAL DRIVES	4-7-2020
C-2A	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ENTRANCES WITH SIDEWALK ADJACENT TO CURB	10-14-2005
C-3A	SIDEWALK RAMPS	4-7-2020
C-3B	SIDEWALK RAMPS AND MEDIAN ISLANDS	4-7-2020
C-10	CURBING	2-II-2008
D-9	REINF CONC. DROP INLET WITH VERTICAL CURB & THROAT ADAPTER	6-1-1994
D-13	CONCRETE CATCH BASIN	1-3-2000
D-15	PRECAST REINF CONC. MH-GRATES, CAST IRON GRATE WITH FRAME, TYPE D & E	6-1-1994
D-20	HIGHWAY CROSSING FOR UNDERGROUND UTILITIES	3-3-2003
E-1	TREE PLANTING	7-II-2017
E-12	STABILIZED CONSTRUCTION ENTRANCE	4-7-2020
E-14	INLET PROTECTION DEVICE, TYPE II	4-7-2020
E-15	SILT FENCE	4-7-2020
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	8-8-1995
E-127	ROUTE MARKINGS AT RURAL INTERSECTIONS	8-8-1995
E-136B	STATE ROUTE MARKER SIGN DETAILS	8-8-1995
T-1	TRAFFIC CONTROL GENERAL NOTES	4-25-2016
T-2	TRAFFIC SIGN GENERAL NOTES	4-7-2020
T-10	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING	8-6-2012
T-13	TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED	8-6-2012
T-17	TRAFFIC CONTROL MISCELLANEOUS DETAILS	8-6-2012
T-24	TRAFFIC CONTROL FOR MAINTENANCE PAVEMENT MARKING OPERATION	8-6-2012
T-28	CONSTRUCTION SIGN DETAILS	8-6-2012
T-30	CONSTRUCTION SIGN DETAILS	8-6-2012
T-35	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS	8-6-2012
T-36	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS FOR PAVING	8-6-2012
T-45	SQUARE TUBE SIGN POST AND ANCHOR	1-2-2013
T-56	STANDARD SIGN PLACEMENT	10-26-2015
T-92	ROUTE MARKER FRAME DETAILS	10-26-2015
T-93	DESTINATION SIGN DETAILS	10-26-2015

PROJECT NAME: HARTLAND
 PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790Ind.dgn
 PROJECT LEADER: D.M. PECK
 DESIGNED BY: D.M. PECK
 INDEX OF SHEETS

PLOT DATE: 2/15/2022
 DRAWN BY: C.K. FORD
 CHECKED BY: D.M. PECK
 SHEET 2 OF 56



GENERAL INFORMATION

SYMBOLGY LEGEND NOTE

THE SYMBOLGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLGY. THE SYMBOLGY 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. SYMBOLGY ON PLANS MAY VARY, PLAN ANNOTATIONS AND NOTES SHOULD BE USED TO CLARIFY AS NEEDED.

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
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
■	BNDNS BOUND SET
□	BNDNS 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

COMMON TOPOGRAPHIC POINT SYMBOLS

POINT CODE	DESCRIPTION
⊕	APL BOUND APPARENT LOCATION
◻	BM BENCH MARK
◻	BND BOUND
□	CB CATCH BASIN
⊕	COMB COMBINATION POLE
□	DITHR 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
●	IPIPE 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
POB	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 RADUIS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE

UTILITY SYMBOLGY

UNDERGROUND UTILITIES

— UT —	TELEPHONE
— UE —	ELECTRIC
— UC —	CABLE (TV)
— UEC —	ELECTRIC+CABLE
— UET —	ELECTRIC+TELEPHONE
— UCT —	CABLE+TELEPHONE
— UECT —	ELECTRIC+CABLE+TELEP.
— G —	GAS LINE
— W —	WATER LINE
— S —	SANITARY SEWER (SEPTIC)

ABOVE GROUND UTILITIES (AERIAL)

— T —	TELEPHONE
— E —	ELECTRIC
— C —	CABLE (TV)
— EC —	ELECTRIC+CABLE
— ET —	ELECTRIC+TELEPHONE
— AER E&T —	ELECTRIC+TELEPHONE
— CT —	CABLE+TELEPHONE
— ECT —	ELECTRIC+CABLE+TELEP.
—	UTILITY POLE GUY WIRE

PROJECT CONSTRUCTION SYMBOLGY

PROJECT DESIGN & LAYOUT SYMBOLGY

— CZ —	CLEAR ZONE
—	PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

△	TOP OF CUT SLOPE
○	TOE OF FILL SLOPE
⊕	STONE FILL
—	BOTTOM OF DITCH
—	CULVERT PROPOSED
—	STRUCTURE SUBSURFACE
PDF	PROJECT DEMARCATION FENCE
BF	BARRIER FENCE
XXXXXXXXXXXXXXXXXXXX	TREE PROTECTION ZONE (TPZ)
////	STRIPING LINE REMOVAL
~~~~	SHEET PILES

**CONVENTIONAL BOUNDARY SYMBOLGY**

**BOUNDARY LINES**

— TOWN LINE —	TOWN BOUNDARY LINE
— COUNTY LINE —	COUNTY BOUNDARY LINE
— STATE 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
P	PROPERTY LINE (P/L)
SR	SLOPE RIGHTS
6f	6F PROPERTY BOUNDARY
4f	4F PROPERTY BOUNDARY
HAZ	HAZARDOUS WASTE

**EPSC LAYOUT PLAN SYMBOLGY**

**EPSC MEASURES**

ONNOONNOONNO	FILTER CURTAIN
—	SILT FENCE
—	SILT FENCE WOVEN WIRE
—	CHECK DAM
—	DISTURBED AREAS REQUIRING RE-VEGETATION
—	EROSION MATTING

**ENVIRONMENTAL RESOURCES**

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

**ARCHEOLOGICAL & HISTORIC**

— ARCH —	ARCHEOLOGICAL BOUNDARY
— HISTORIC DIST —	HISTORIC DISTRICT BOUNDARY
— HISTORIC —	HISTORIC AREA
⊕	HISTORIC STRUCTURE

**CONVENTIONAL TOPOGRAPHIC SYMBOLGY**

**EXISTING FEATURES**

—	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

PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790legend.dgn PLOT DATE: 2/15/2022  
PROJECT LEADER: D.M. PECK DRAWN BY: VTRANS  
DESIGNED BY: D.M. PECK CHECKED BY: D.M. PECK  
CONVENTIONAL SYMBOLGY LEGEND SHEET SHEET 3 OF 56



## GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2018, AND ITS LATEST REVISIONS, AND SUCH SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THE FINAL CONTRACT DOCUMENTS.
2. PER ADA GUIDELINES, SIDEWALK CROSS SLOPES SHALL NOT EXCEED 2%.
3. UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXISTING PAVEMENT AND SIDEWALK CALLED OUT FOR REMOVAL ON THE ROADWAY LAYOUT PLANS SHALL BE REPLACED WITH ACCEPTABLE BACKFILL AND 4" OF TOPSOIL & SEED TO MEET FINISHED GRADE ELEVATIONS. 24" OF LANDSCAPE BACKFILL TO BE PROVIDED IN AREAS NOTED ON LANDSCAPE LAYOUT SHEET. REMOVAL OF EXISTING CONCRETE SIDEWALK SHALL BE PAID FOR UNDER ITEM 203.16 - SOLID ROCK EXCAVATION. REMOVAL OF EXISTING PAVEMENT NOT CARRIED UNDER COMMON EXCAVATION SHALL BE PAID FOR UNDER ITEM 203.28 - EXCAVATION OF SURFACES AND PAVEMENTS.
4. IN AREAS WHERE EXISTING PAVEMENT IS TO BE REMOVED THE CONTRACTOR SHALL TILL THE EXPOSED SOIL / MATERIAL TO A DEPTH OF AT LEAST 24" PRIOR TO INSTALLING THE APPROPRIATE LANDSCAPE BACKFILL MATERIAL AND/OR TOPSOIL. TILLING OF THE SOIL SHALL BE CONSIDERED INCIDENTAL TO ALL EXCAVATION ITEMS.
5. EXISTING GRANITE CURB REMOVED DURING CONSTRUCTION SHALL BE REUSED TO THE EXTENT POSSIBLE. ALL REMAINING EXISTING GRANITE CURB NOT REUSED SHALL BE STOCKPILED AT A LOCATION IDENTIFIED BY THE TOWN OF HARTLAND.
6. EXTRA CARE MUST BE TAKEN TO AVOID THE HISTORIC BUILDINGS THAT SURROUND THE INTERSECTION. EACH BUILDING IS A CONTRIBUTING RESOURCE TO THE HARTLAND CORNERS HISTORIC DISTRICT.
7. THE STONE FENCE POSTS THAT BORDER DAMON HALL MUST BE PROTECTED DURING CONSTRUCTION. IF A POST MUST BE TEMPORARILY REMOVED, THE CONTRACTOR MUST ENSURE THAT THE POST(S) ARE SAFELY STORED AND RESET IN THEIR CURRENT CONFIGURATION AND LOCATION. REMOVING AND RESETTING FENCE POSTS SHALL BE INCIDENTAL TO ITEM 201.10, "CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS".
8. CONTACT THE VTRANS CULTURAL RESOURCE STAFF WITHIN THE PDB ENVIRONMENTAL SECTION WITH ANY QUESTIONS REGARDING THE HISTORIC ITEMS WITHIN THE PROJECT LIMITS.

KYLE OBENAUER, HISTORIC PRESERVATION  
(802) 279-7040; KYLE.OBENAUER@VERMONT.GOV

## CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL ERECT, MAINTAIN, REMOVE, AND/OR RESET AS REQUIRED ALL ON-PROJECT SIGNS AND BARRICADES. ALL SIGNS AND BARRICADES SHALL BE INSPECTED AND REPAIRED OR REPLACED DAILY. ALL SIGNS AND BARRICADES SHALL CONFORM TO THE LATEST VERSION OF MUTCD AND SHALL BE CLEANED OF DUST AND DEBRIS WEEKLY.
2. ANY EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF HARTLAND OR STATE OF VERMONT IF LOCATED ON STATE ROADS. THESE SIGNS SHALL BE REMOVED BY THE CONTRACTOR AND STOCKPILED FOR REMOVAL BY THE TOWN OR DISTRICT. STOCKPILE LOCATION TO BE DETERMINED BY THE TOWN. ANY EXISTING SIGNS THAT ARE NOT COMPLIANT WITH MUTCD RETRO-REFLECTIVE REQUIREMENTS, DESIGN, AND CONDITION SHALL BE DISPOSED OF. REMOVAL AND DISPOSAL OF SIGNS SHALL BE PAID FOR UNDER ITEM 675.50, "REMOVING SIGNS".
3. FULL ACCESS TO ALL DRIVES WITHIN THE PROJECT/APPROACH LIMITS SHALL BE MAINTAINED AT ALL TIMES. IF FULL ACCESS CANNOT BE MAINTAINED, THE CONTRACTOR SHALL CONTACT AND COORDINATE WITH THE BUSINESS OR PROPERTY OWNER AT LEAST 24 HOURS IN ADVANCE OF TEMPORARILY CLOSING OFF THE ACCESS. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES OR COORDINATE EMERGENCY ROUTES.
4. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL BURIED AND AERIAL UTILITIES AND POLES PRIOR TO STARTING WORK. THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITY OWNERS TO CONFIRM ACTUAL LOCATIONS PRIOR TO CONSTRUCTION.  

DIG-SAFE: (1-888-344-7233)  
GREEN MOUNTAIN POWER: DAN AUSTIN, AUSTIN CONSULTING (802-428-3475)  
FIRST LIGHT: MARK TESSIER (802-460-9116)  
VTEL: JUDY PATON (802-289-2104) (PATONJE@VERMONTEL.COM)  
COMCAST: DAVID LACASSE (603-835-2486)  
CONSOLIDATED: JOHN POMEROY (802-793-3920)
5. THE FOLLOWING IS A LIST OF CONTACTS THE CONTRACTOR SHALL NOTIFY AT LEAST 7 FULL BUSINESS DAYS PRIOR TO EXCAVATING. CONTACT INFORMATION SHALL BE CONFIRMED AT THE PROJECT PRE-CONSTRUCTION MEETING. EMAIL NOTICE SHALL BE USED IN CONJUNCTION WITH PHONE.  

TOWN OF HARTLAND:  
DAVE ORMISTON, TOWN MANAGER (802-436-2119)

STATE OF VERMONT:  
CHRISTOPHER BUMP, VTRANS DISTRICT 4 (802-356-7678)  
THERESA GILMAN, VTRANS (802-917-4496)
6. THE TOWN WILL PROVIDE CONTACT INFORMATION FOR THE ASSIGNED INSPECTOR TO THE PROJECT AT THE PRECONSTRUCTION MEETING.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH OSHA STANDARDS AND LOCAL REQUIREMENTS.
8. DISTURBANCE OUTSIDE THE PROJECT LIMITS IS STRICTLY PROHIBITED UNLESS THE CONTRACTOR RECEIVES PRIOR APPROVAL. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
9. IN THE EVENT THAT CONTAMINATED SOIL, GROUNDWATER, AND OTHER MEDIA ARE ENCOUNTERED DURING EXCAVATION AND CONSTRUCTION ACTIVITIES BASED ON VISUAL, OLFACTORY, OR OTHER EVIDENCE, THE CONTRACTOR SHALL STOP WORK IN THE VICINITY OF THE SUSPECT MATERIAL TO AVOID FURTHER SPREADING OF THE MATERIAL, AND SHALL NOTIFY THE TOWN IMMEDIATELY SO THAT THE APPROPRIATE TESTING AND SUBSEQUENT ACTION CAN BE TAKEN.
10. DAMAGE RESULTING FROM CONTRACTOR CONSTRUCTION LOADS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO OWNER.
11. CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION AS PER THESE PLANS, THE ANR LOW RISK HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL, AND THE ENGINEER IN ORDER TO PREVENT ADVERSE IMPACTS TO OFF SITE AREAS, AND SHALL BE RESPONSIBLE TO REPAIR RESULTING DAMAGES, IF ANY, AT NO COST TO OWNER.

## UTILITY NOTES

1. THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY, OR OTHER DATA CONCERNING THE UTILITIES, NOR DOES IT GUARANTEE AGAINST THE POSSIBILITY THAT ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THE PLANS. PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATIONS, SIZES, AND ELEVATIONS OF THE POINTS OF CONNECTIONS TO EXISTING UTILITIES AND, SHALL CONFIRM THAT THERE ARE NO INTERFERENCES WITH EXISTING UTILITIES AND THE PROPOSED UTILITY ROUTES, INCLUDING ROUTES WITHIN THE PUBLIC RIGHTS OF WAY. EXPLORATORY EXCAVATION SHALL BE PAID FOR UNDER ITEM 204.22, "TRENCH EXCAVATION OF EARTH, EXPLORATORY".
2. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, OR EXISTING CONDITIONS DIFFER FROM THOSE SHOWN SUCH THAT THE WORK CANNOT BE COMPLETED AS INTENDED, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED AND THE INFORMATION FURNISHED IN WRITING TO THE TOWN AND DESIGN ENGINEER FOR THE RESOLUTION OF THE CONFLICT.
3. SET CATCH BASIN RIMS, AND INVERTS OF SEWERS, DRAINS, AND DITCHES IN ACCORDANCE WITH ELEVATIONS ON THE GENERAL PLANS, CROSS SECTIONS AND DRAINAGE NOTES.
4. RIM ELEVATIONS FOR DRAIN AND SEWER MANHOLES, WATER VALVE COVERS, GAS GATES, ELECTRIC AND TELEPHONE PULL BOXES, AND MANHOLES, AND OTHER SUCH ITEMS, ARE APPROXIMATE AND SHALL BE SET/RESET AS FOLLOWS:  
A. PAVEMENTS AND CONCRETE SURFACES: FLUSH  
B. ALL SURFACES ALONG ACCESSIBLE ROUTES: FLUSH  
C. LANDSCAPE, LOAM AND SEED, AND OTHER EARTH SURFACE AREAS: ONE INCH ABOVE SURROUNDING AREA AND TAPER EARTH TO THE RIM ELEVATION.
5. ALL DRAINAGE AND SANITARY STRUCTURE INTERIOR DIAMETERS (4' MIN.) SHALL BE VERIFIED BY THE MANUFACTURER BASED ON THE PIPE CONFIGURATIONS SHOWN ON THESE PLANS AND LOCAL MUNICIPAL STANDARDS. FOR MANHOLES THAT ARE 20 FEET IN DEPTH AND GREATER, THE MINIMUM DIAMETER SHALL BE 5 FEET.
6. THE USE OF BRICK AND MORTAR TO ADJUST THE ELEVATION OF DRAINAGE OR SANITARY STRUCTURES IS PROHIBITED. ALL ELEVATION ADJUSTMENTS SHALL BE MADE USING EITHER GRADE RINGS OR A SYNTHETIC RISER.
7. ALL CONNECTIONS BETWEEN PRECAST DRAINAGE STRUCTURES AND NEW DRAINAGE PIPES SHALL BE A BOOTED CONNECTION.

PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BP19(2)

FILE NAME: 57790NOTES.dgn  
PROJECT LEADER: D.M. PECK  
DESIGNED BY: C.K. FORD  
NOTES SHEET

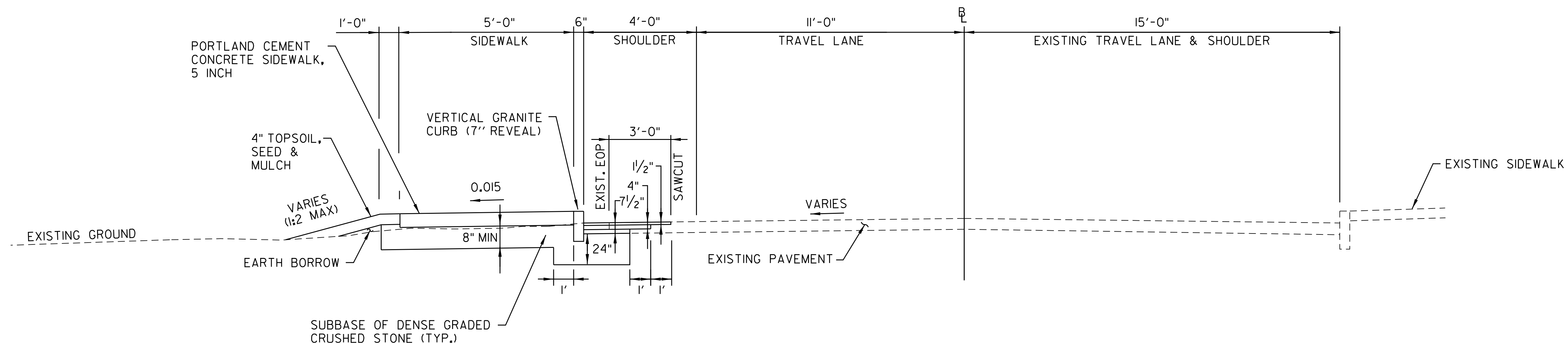
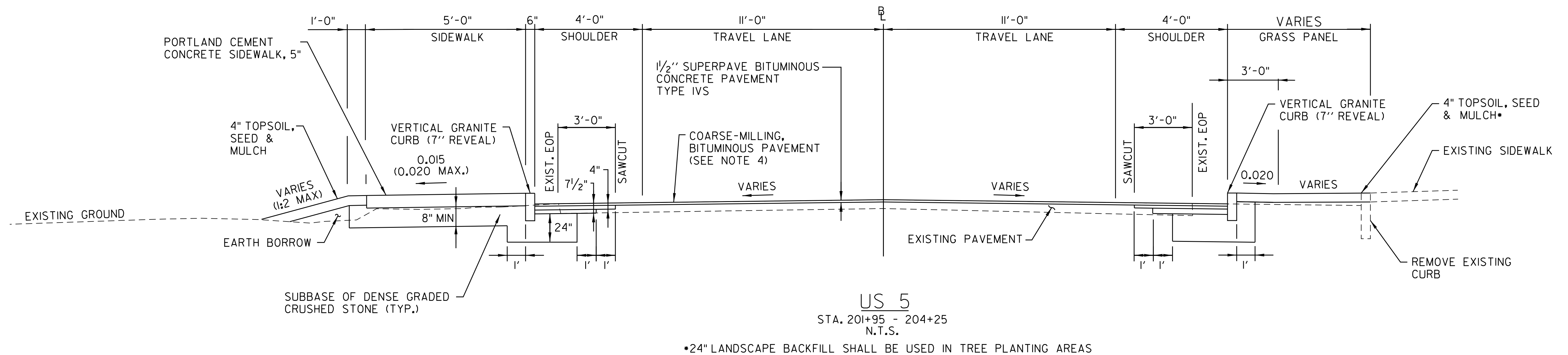
PLOT DATE: 2/15/2022  
DRAWN BY: C.K. FORD  
CHECKED BY: D.M. PECK  
SHEET 4 OF 56



MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (FULL DEPTH)	± 1/4" (TOTAL THICKNESS)
SUBBASE	1/2"

# TYPICAL SECTIONS

1/2" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT WEARING COURSE - TYPE IVS PG 70-28  
 2 1/2" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT BINDER COURSE - TYPE IIIS PG 70-28  
 3 1/2" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT BASE COURSE - TYPE IIS PG 70-28



## US 5 - SIDEWALK INSTALLATION

STA. 200+35 - 201+95  
N.T.S.

### NOTES

- CONTRACTOR SHALL INSTALL 8" THICK CONCRETE SIDEWALK (ITEM 618.11) AT ALL COMMERCIAL DRIVES. SEE PLANS AND DETAILS FOR ADDITIONAL INFORMATION.
- SIDEWALK RAMP DETECTABLE WARNING SURFACES SHALL BE TRUNCATED DOME DETECTABLE WARNING CAST IRON PLATES FROM THE VTRANS APPROVED PRODUCTS LIST.
- SAWCUT OF EXISTING PAVEMENT OR SIDEWALK SHALL BE INCIDENTAL TO ALL EXCAVATION ITEMS (TYP).
- DEPTH OF COARSE-MILLING SHALL VARY FROM 1" AT CENTERLINE TO AS MUCH AS 3.5" ALONG CURB LINES TO ALLOW FOR PROPER SIDEWALK CROSS SLOPE AND CURB REVEAL. CONTRACTOR TO ADJUST AS NEEDED. CONTRACTOR SHALL PLACE ADDITIONAL PAVEMENT LIFTS AFTER MILLING WHERE IT IS NECESSARY TO ACHIEVE PROPOSED GRADES. COARSE MILLING SHALL BE PAID UNDER ITEM 210.10 - COARSE-MILLING, BITUMINOUS PAVEMENT.
- EMULSION RATES BETWEEN LIFTS SHALL BE 0.080 GAL/SY ON COLD PLANE SURFACES AND EXISTING BITUMINOUS CONCRETE PAVEMENT. EMULSION RATES BETWEEN LIFTS SHALL BE 0.040 - 0.060 GAL/SY ON NEW BITUMINOUS CONCRETE PAVEMENT.
- ASPHALT TREATED FELT SHALL BE INSTALLED BETWEEN SIDEWALK AND CURB.

PROJECT NAME: HARTLAND  
 PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790typ.dgn  
 PROJECT LEADER: D.M. PECK  
 DESIGNED BY: C.K. FORD  
 TYPICAL SECTIONS (1 OF 4)

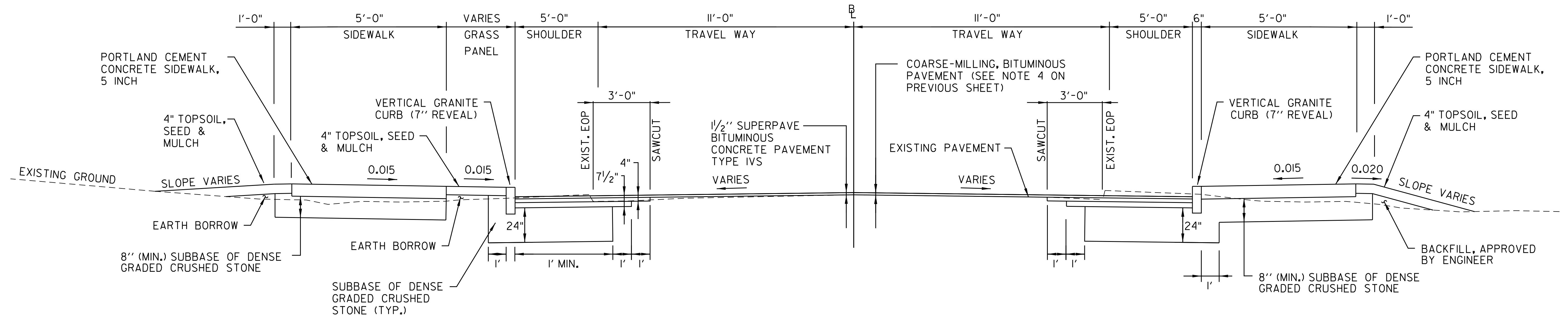
PLOT DATE: 2/15/2022  
 DRAWN BY: C.K. FORD  
 CHECKED BY: D.M. PECK  
 SHEET 5 OF 56



MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (FULL DEPTH)	± 1/4" (TOTAL THICKNESS)
SUBBASE	1/2"

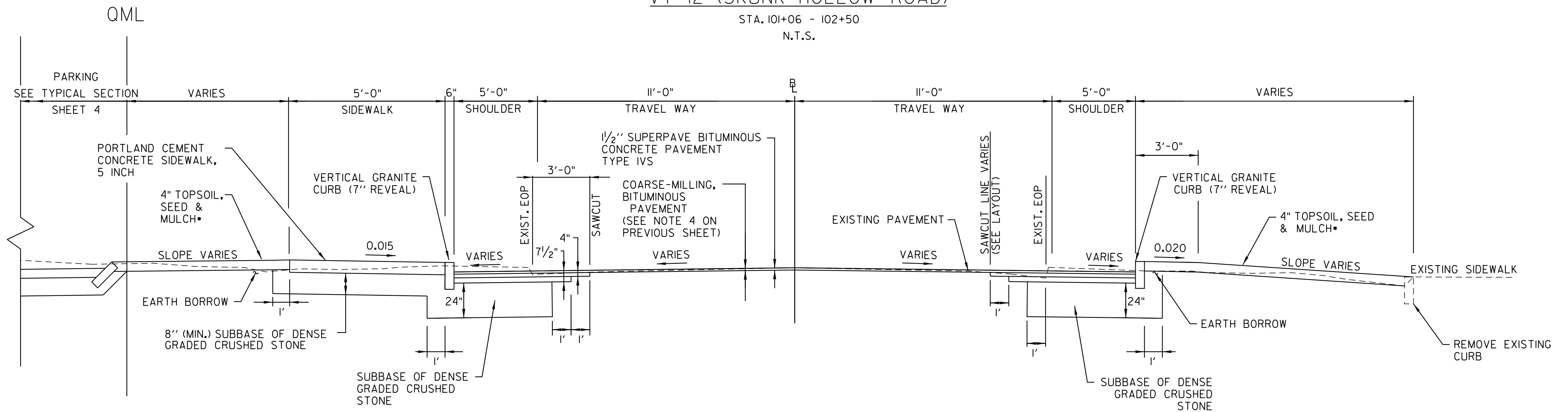
# TYPICAL SECTIONS

1/2" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT WEARING COURSE - TYPE IVS PG 70-28  
 2 1/2" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT BINDER COURSE - TYPE IIIS PG 70-28  
 VARIABLE DEPTH SUPERPAVE BITUMINOUS CONCRETE PAVEMENT BASE COURSE - TYPE IIS PG 70-28



## VT 12 (SKUNK HOLLOW ROAD)

STA. 101+06 - 102+50  
 N.T.S.



## US 5 NORTH

STA. 103+25 - 104+60  
 N.T.S.

*24" LANDSCAPE BACKFILL SHALL BE USED IN FUTURE TREE PLANTING AREAS

NOTES  
 SEE TYPICAL SECTIONS SHEET 1

PROJECT NAME: HARTLAND  
 PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790typ.dgn  
 PROJECT LEADER: D.M. PECK  
 DESIGNED BY: C.K. FORD  
 TYPICAL SECTIONS (2 OF 4)

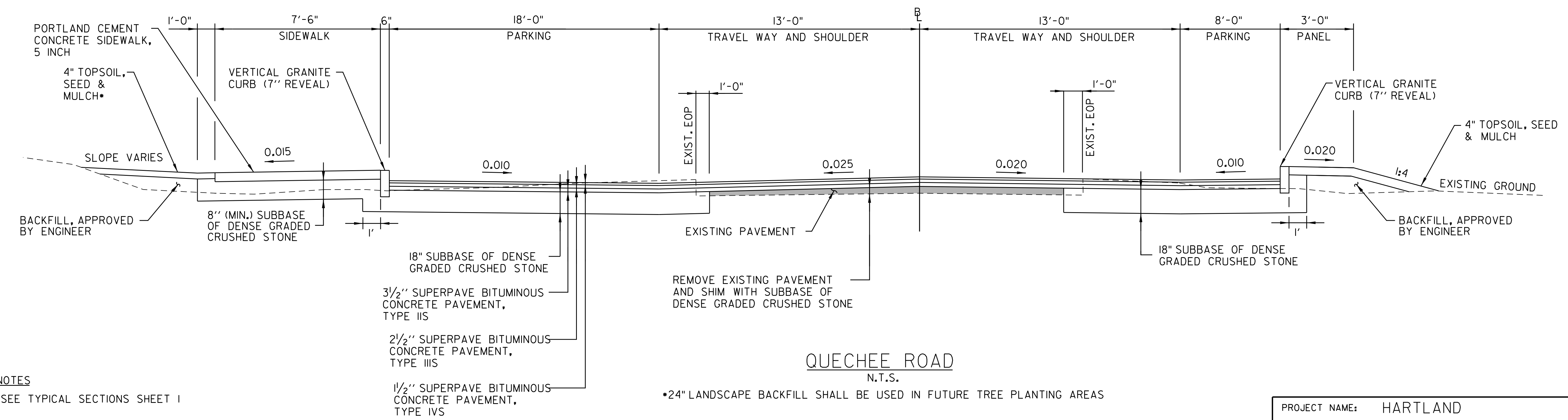
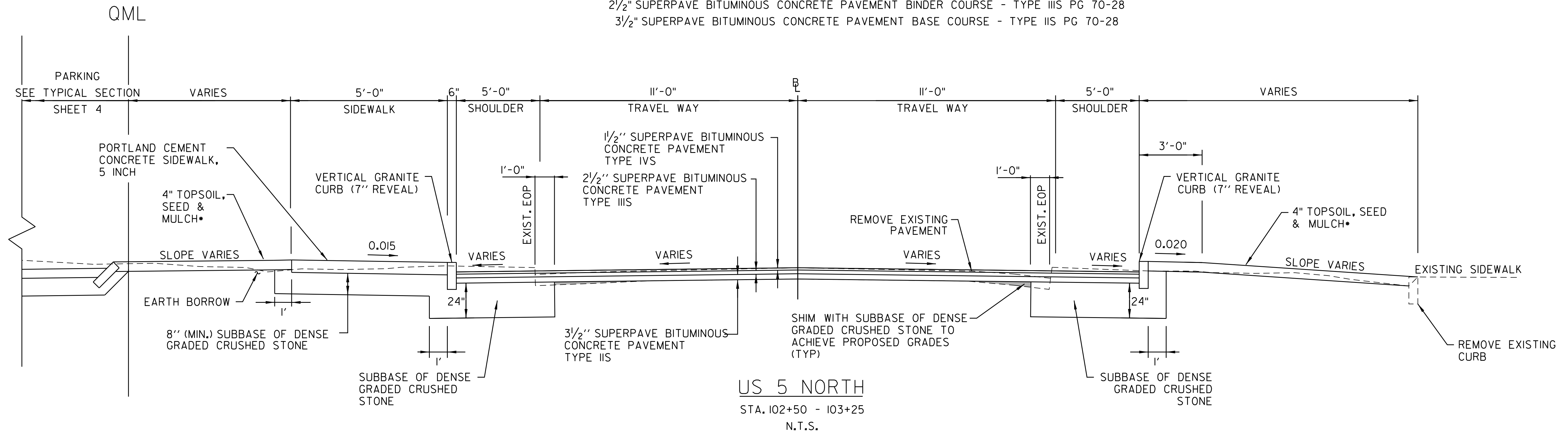
PLOT DATE: 2/15/2022  
 DRAWN BY: C.K. FORD  
 CHECKED BY: D.M. PECK  
 SHEET 6 OF 56



MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (FULL DEPTH)	± 1/4" (TOTAL THICKNESS)
SUBBASE	1/2"

# TYPICAL SECTIONS

1/2" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT WEARING COURSE - TYPE IVS PG 70-28  
 2 1/2" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT BINDER COURSE - TYPE IIIS PG 70-28  
 3 1/2" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT BASE COURSE - TYPE IIS PG 70-28



NOTES  
 SEE TYPICAL SECTIONS SHEET 1

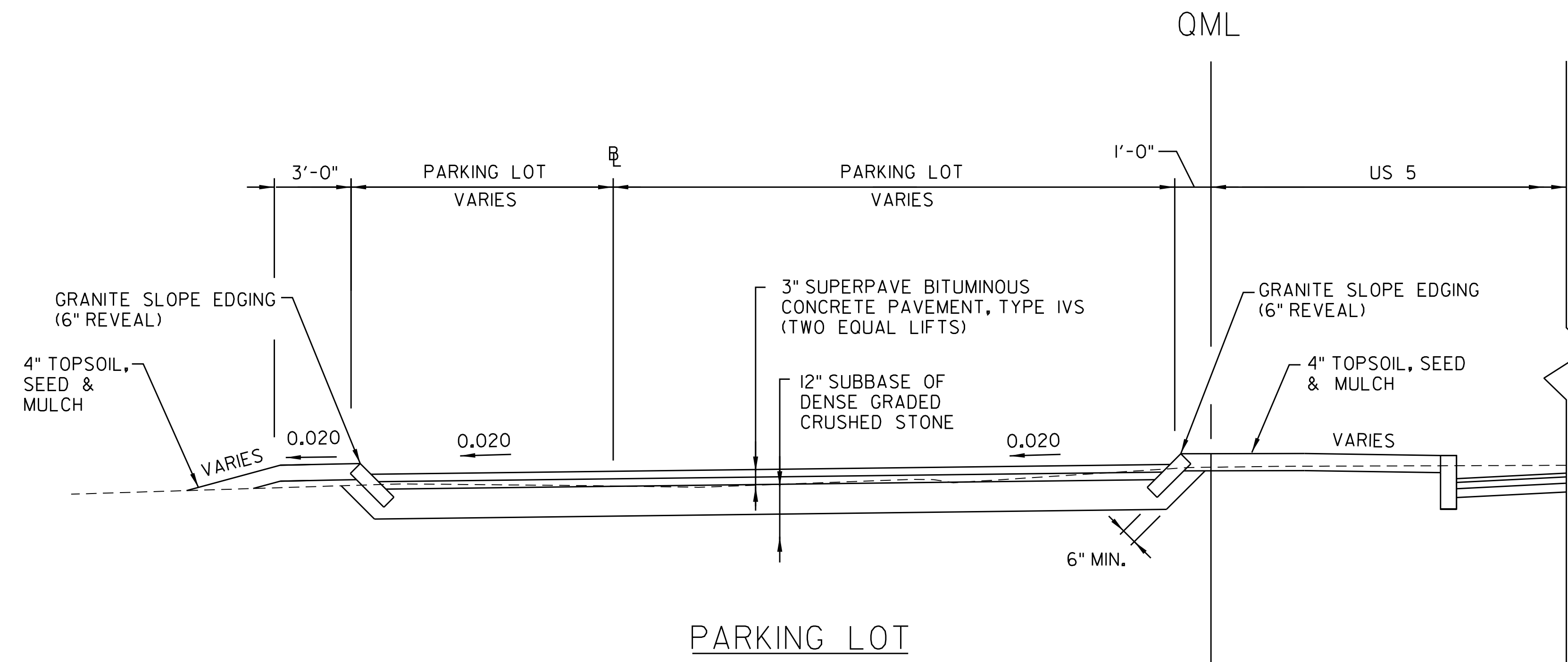


PROJECT NAME:	HARTLAND	FILE NAME:	57790typ.dgn	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	PROJECT LEADER:	D.M. PECK	DRAWN BY:	C.K. FORD
		DESIGNED BY:	C.K. FORD	CHECKED BY:	D.M. PECK
		TYPICAL SECTIONS (3 OF 4)		SHEET	7 OF 56

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (FULL DEPTH)	± 1/4" (TOTAL THICKNESS)
SUBBASE	1/2"
SAND BORROW	1"

# TYPICAL SECTIONS

3" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT WEARING COURSE - TYPE IVS PG 70-28



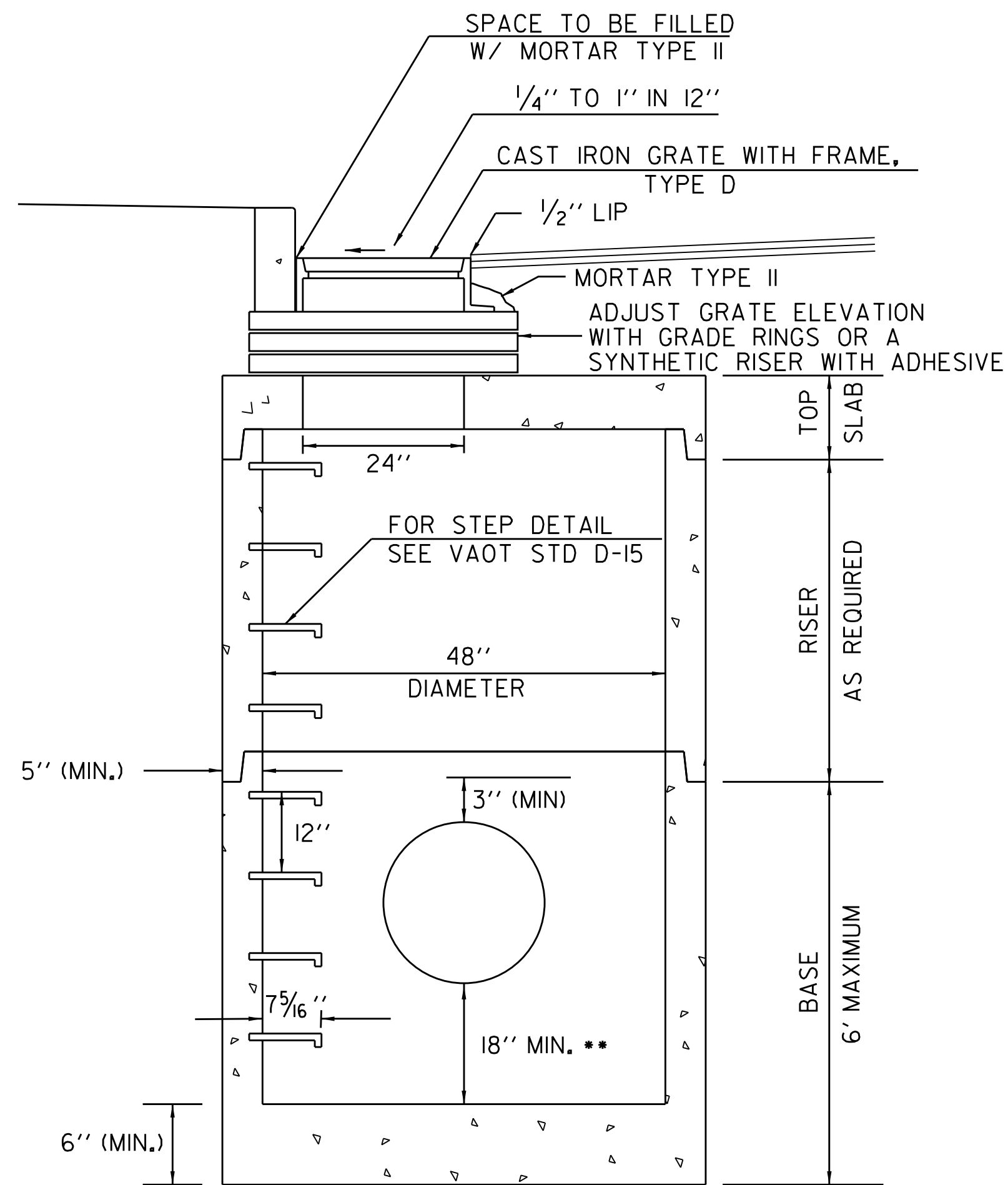
PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BP19(2)

FILE NAME: 57790typ.dgn  
PROJECT LEADER: D.M. PECK  
DESIGNED BY: C.K. FORD  
TYPICAL SECTIONS (4 OF 4)

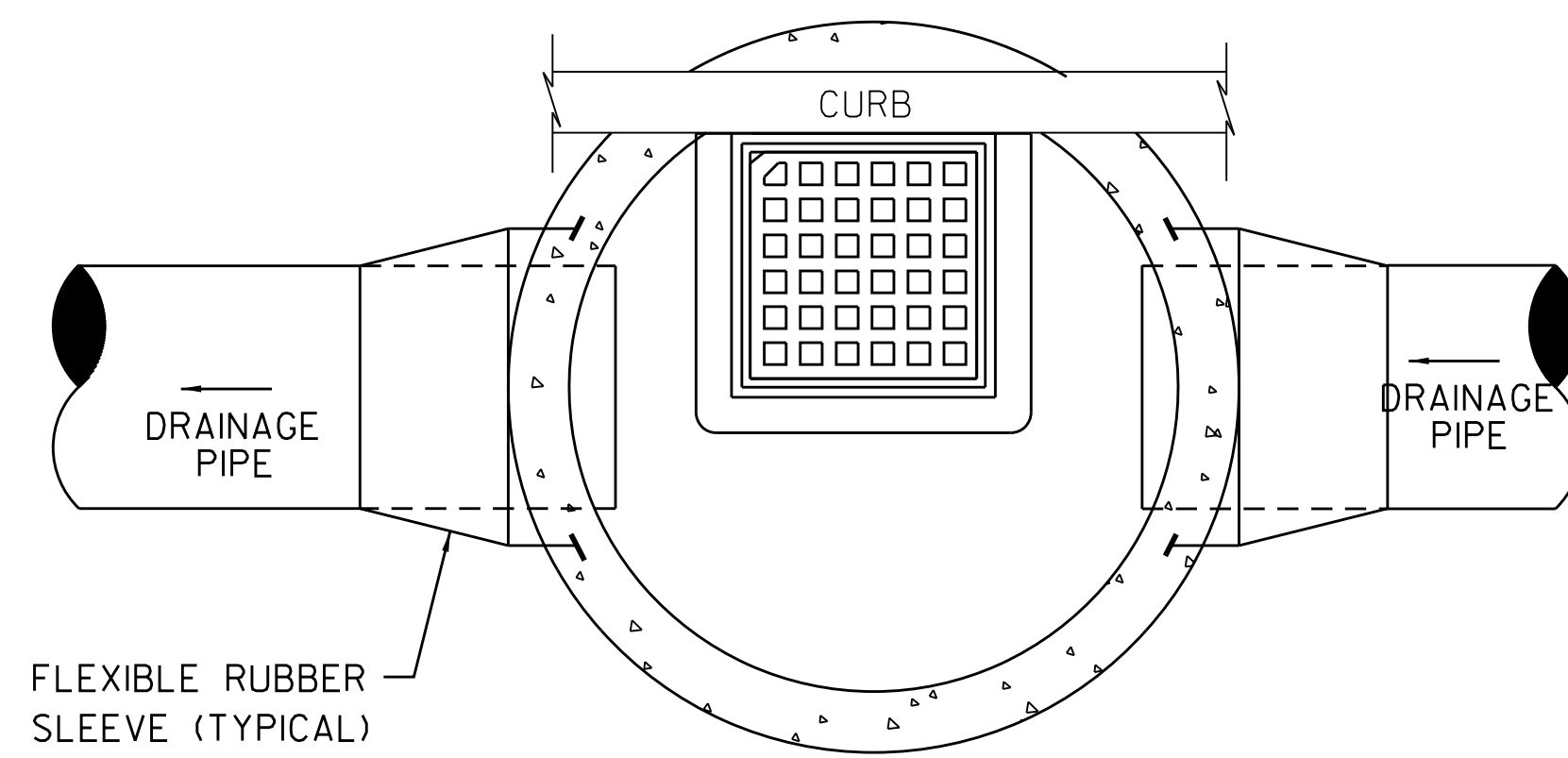
PLOT DATE: 2/15/2022  
DRAWN BY: C.K. FORD  
CHECKED BY: D.M. PECK  
SHEET 8 OF 56







ELEVATION VIEW

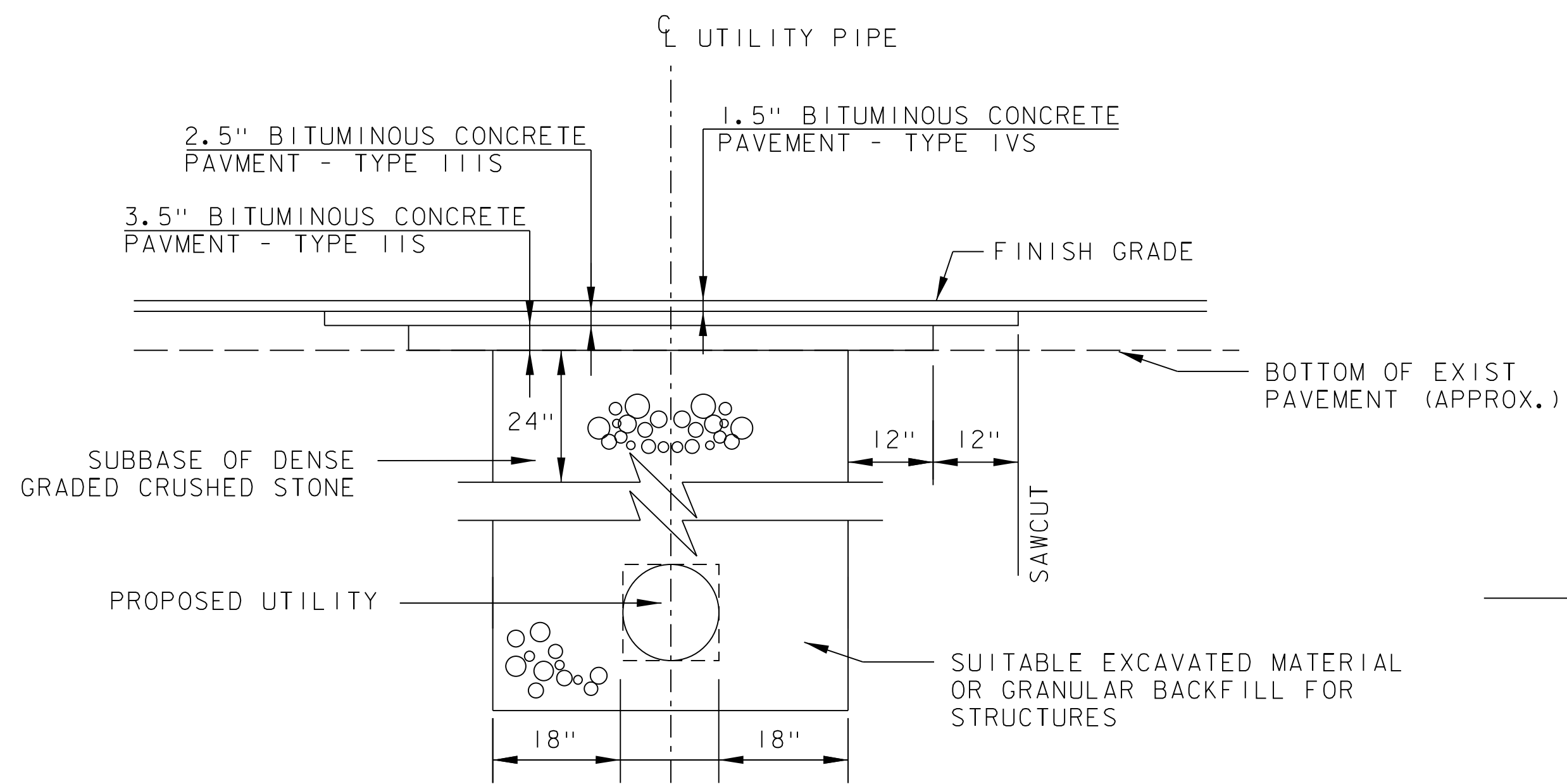


DROP INLET PLAN VIEW

** 24" MIN TO INLET FOR DROP INLETS WITHIN THE STATE R.O.W.

TYPICAL PRECAST DROP INLET INSTALLED IN ROADWAY

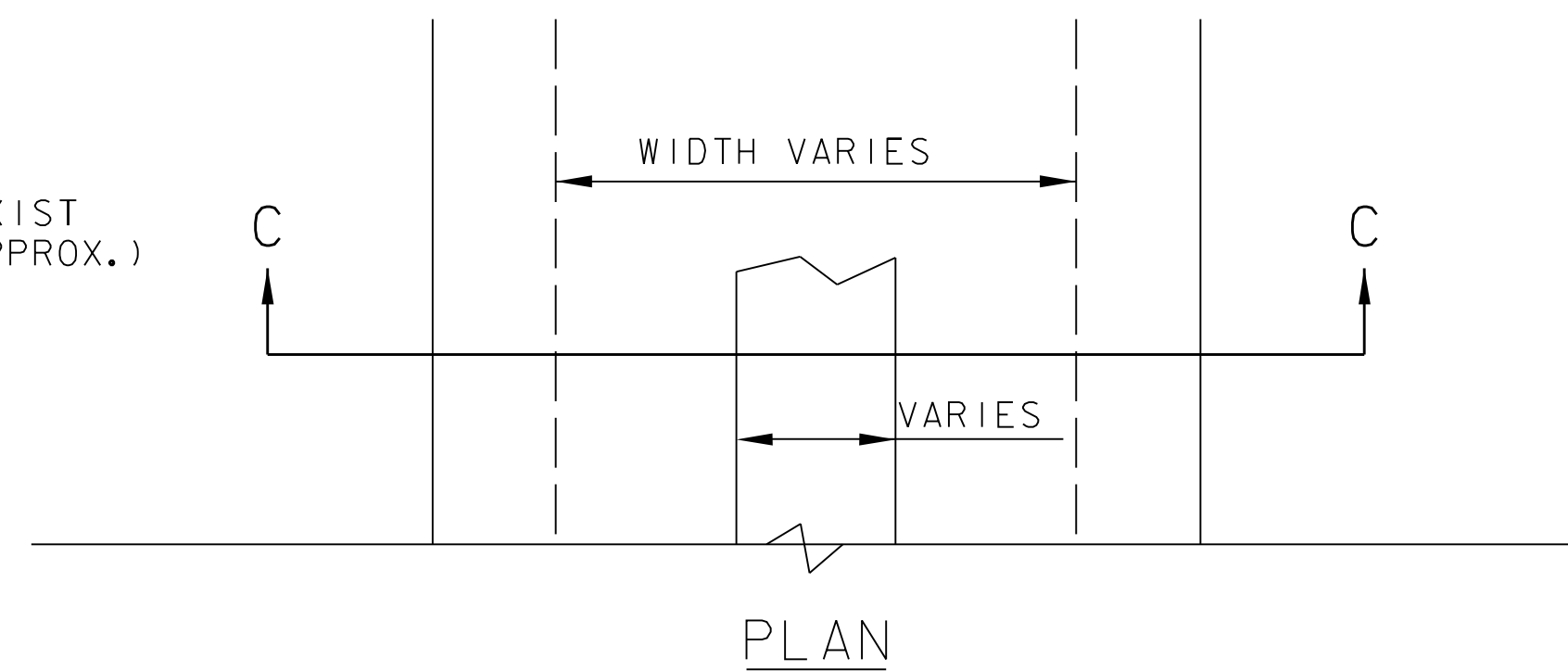
N.T.S.



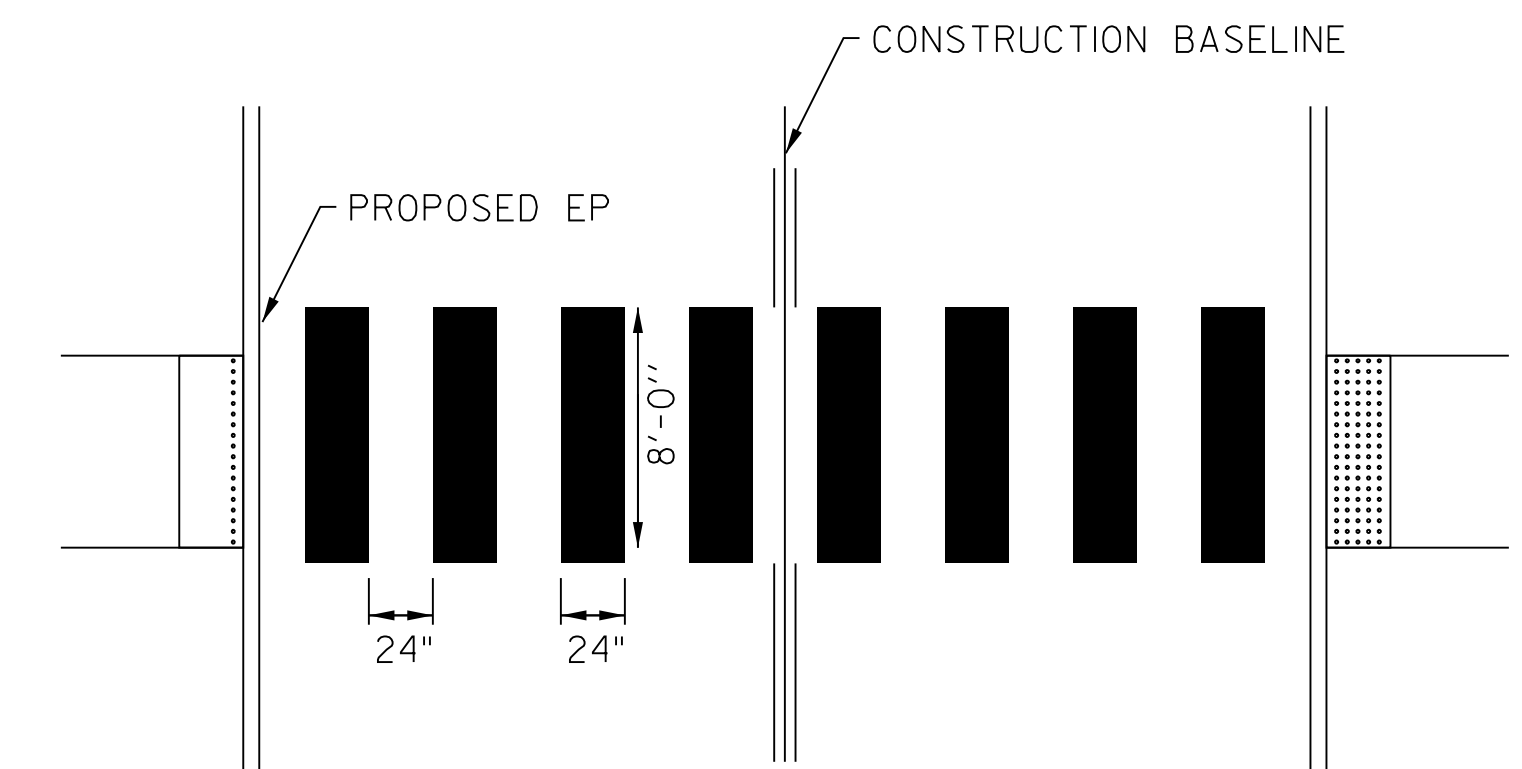
SECTION C-C

TYPICAL PAVEMENT UTILITY TRENCH

N.T.S.



PLAN



CROSSWALK MARKING DETAIL

ADJUST SPACING (12" TO 24") TO AVOID WHEEL PATHS.

BLOCKS SHOULD BE INSTALLED PARALLEL TO TRAFFIC FLOW. FOR SKEWED CROSSINGS, OFFSET BLOCKS LATERALLY AS NEEDED.

CROSSWALK MARKINGS SHALL CONFORM TO SUB-SECTION 646.07 OF THE VTRANS STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2018.

PRECAST CONCRETE DROP INLET AND MANHOLE NOTES:

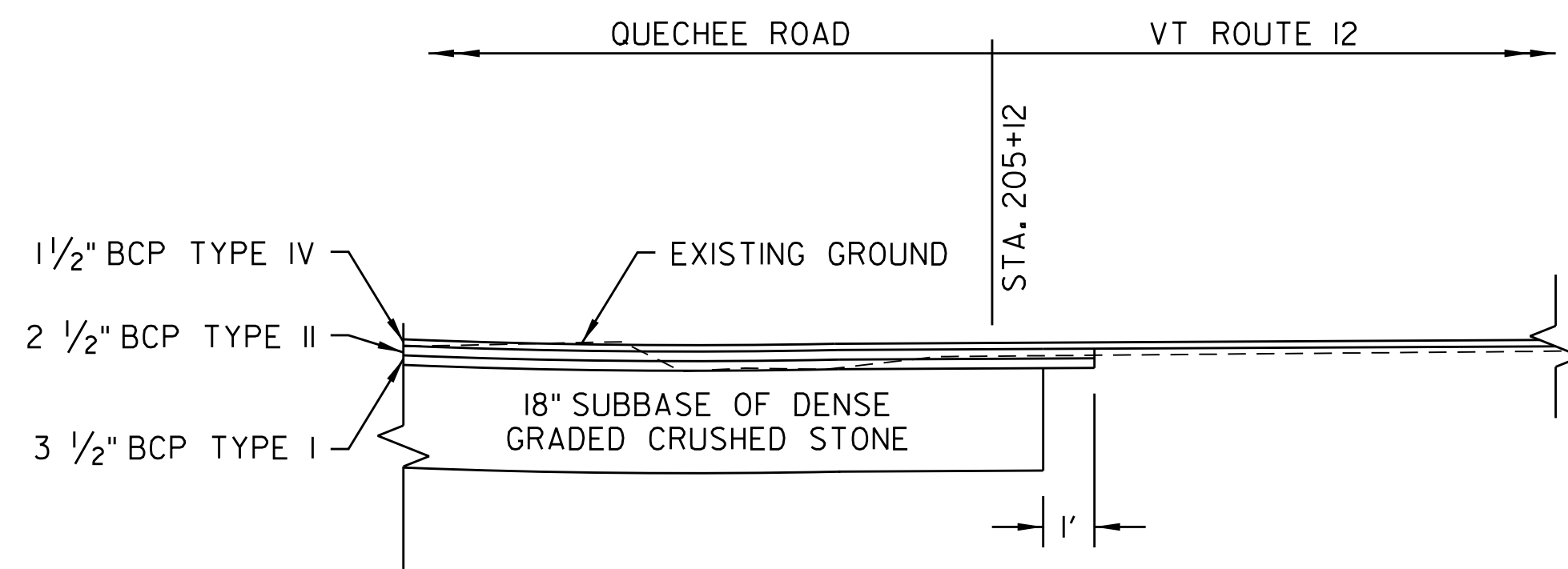
1. PRECAST CONCRETE SECTIONS SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND ASTM C-478.
2. MINIMUM CONCRETE COMPRESSIVE STRENGTH: 4,000 PSI AT 28-DAYS
3. STEEL REINFORCING SHALL CONFORM TO ASTM A185 OR A82 FOR HS25 LOADING.
4. MANHOLE STEPS SHALL BE 14" WIDE STEEL REINFORCED COPOLYMER POLYPROPYLENE PLASTIC CONFORMING TO ASTM C-478 AND SHALL BE CAST INTO MANHOLE SECTIONS BY THE PRECAST CONCRETE MANUFACTURER.
5. FACE OF PIPE SHALL NOT PROJECT MORE THAN 2" OR LESS THAN 1" FROM INSIDE WALL OF STRUCTURE.
6. ALL STRUCTURES WITH MULTIPLE PIPES SHALL HAVE A MINIMUM OF 12" OF OUTSIDE SURFACE BETWEEN HOLES, NO MORE THAN 75% OF A HORIZONTAL CROSS-SECTION SHALL BE HOLES, AND THERE SHALL BE NO HOLES CLOSER THAN 3" TO JOINTS.
7. FITTING FRAME TO FINAL GRADE MAY BE DONE WITH A SYNTHETIC RISER OR WITH PRECAST CONCRETE GRADE RINGS OF APPROPRIATE THICKNESS (3 COURSES MAX).
8. ALL PIPE INVERTS AND PENETRATION ANGLES SHALL BE FIELD VERIFIED PRIOR TO PRECASTING.
9. PRECAST SECTIONS SHALL HAVE A TONGUE AND GROOVE JOINT AND BE ASSEMBLED USING A BUTYL RUBBER OR APPROVED EQUAL SEALANT.
10. PROVIDE FLEXIBLE RUBBER SLEEVES CONFORMING TO ASTM C-923, RESILIENT, OF SIZE REQUIRED, FOR EACH PIPE CONNECTING TO STRUCTURE. SLEEVES SHALL BE CAST INTO PRECAST STRUCTURE BY THE MANUFACTURER FOR ALL PIPE PENETRATIONS.
11. DROP INLET GRATE ORIENTATION SHALL BE IN ACCORDANCE WITH STANDARD DRAWING D-15 FOR TYPE D GRATES.
12. INSTALLATION OF DROP INLETS OVER EXISTING PIPES SHALL INCLUDE CLEAN CUTTING OF EXISTING PIPES, PROVIDING AN EXTENSION PIPE OF SIMILAR MATERIAL AND SIZE AS THE EXISTING PIPE, COUPLINGS REQUIRED FOR THE CONNECTION BETWEEN THE EXTENSION PIPE AND THE EXISTING PIPE, AND INSTALLING FLEXIBLE RUBBER SLEEVES AS SHOWN IN DETAILS PROVIDED ON THIS SHEET.
13. PAYMENT FOR INSTALLATION OF THE DROP INLETS SHALL BE MADE UNDER PRECAST REINFORCED CONC. DROP INLET WITH CAST IRON GRATE (ITEM 604.18).

PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

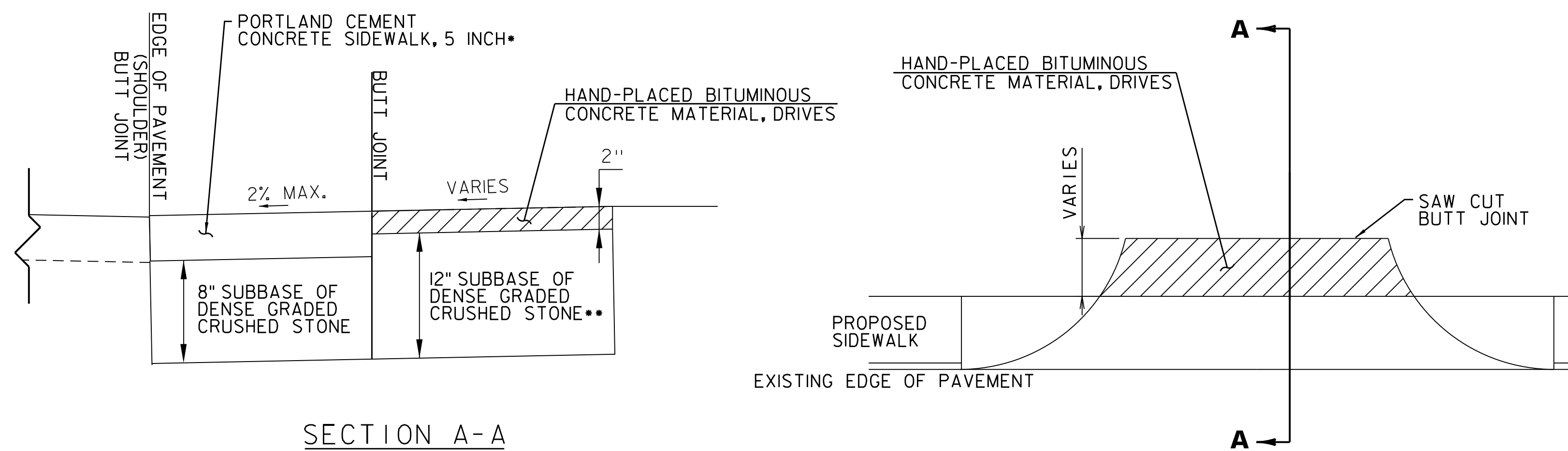
FILE NAME: 57790det.dgn  
PROJECT LEADER: D.M. PECK  
DESIGNED BY: C.K. FORD  
DETAILS SHEET (1 OF 5)

PLOT DATE: 2/15/2022  
DRAWN BY: C.K. FORD  
CHECKED BY: D.M. PECK  
SHEET 9 OF 56





VT ROUTE 12 / QUECHEE ROAD TRANSITION DETAIL  
N.T.S.



HANDWORK DETAILS FOR PAVED DRIVE

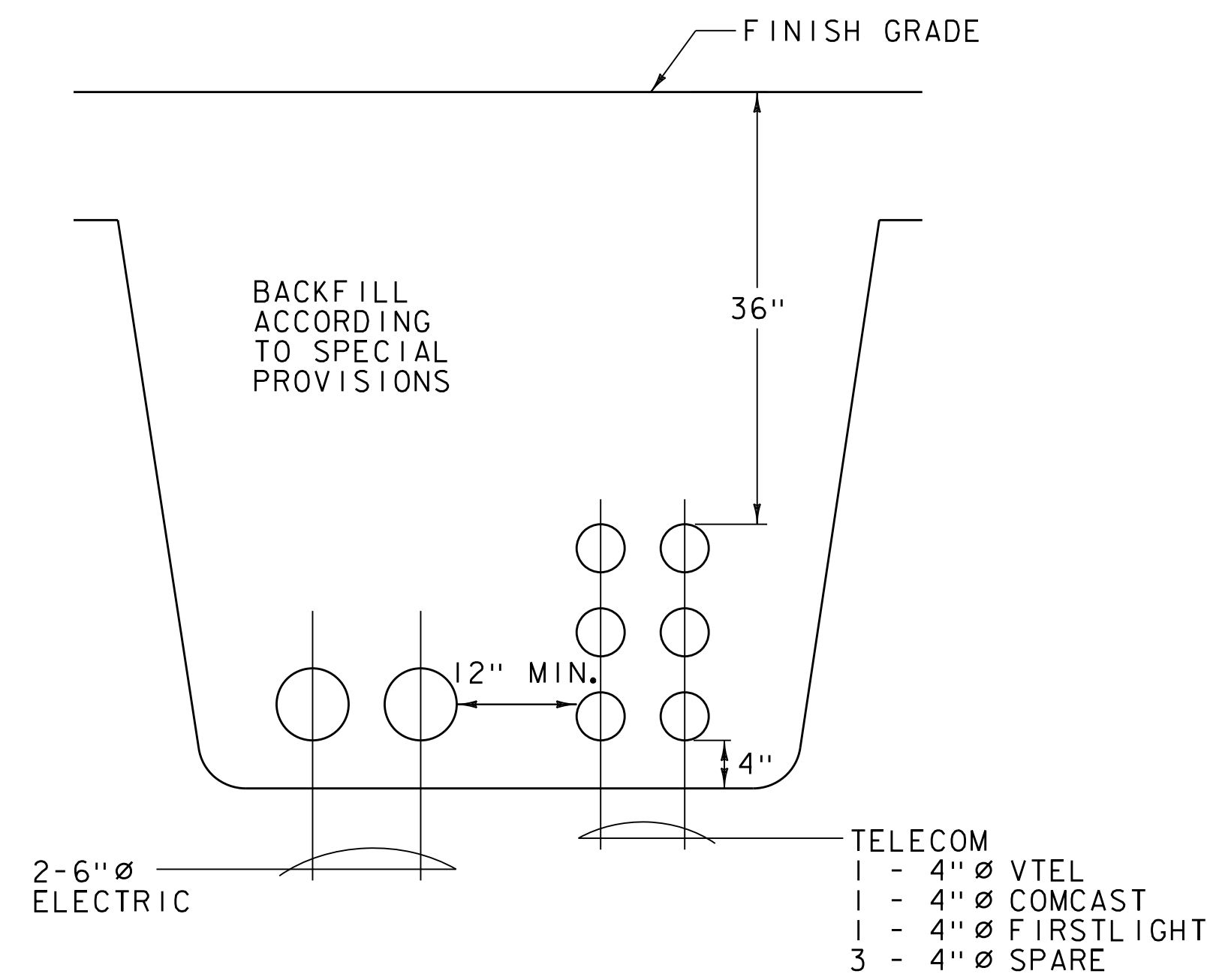
- CONTRACTOR SHALL INSTALL 8" THICK CONCRETE SIDEWALK (618.11) AT ALL COMMERCIAL DRIVES
- CONTRACTOR SHALL INSTALL 18" THICK SUBBASE OF DENSE GRADED CRUSHED STONE AT ALL COMMERCIAL DRIVES

PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BP19(2)

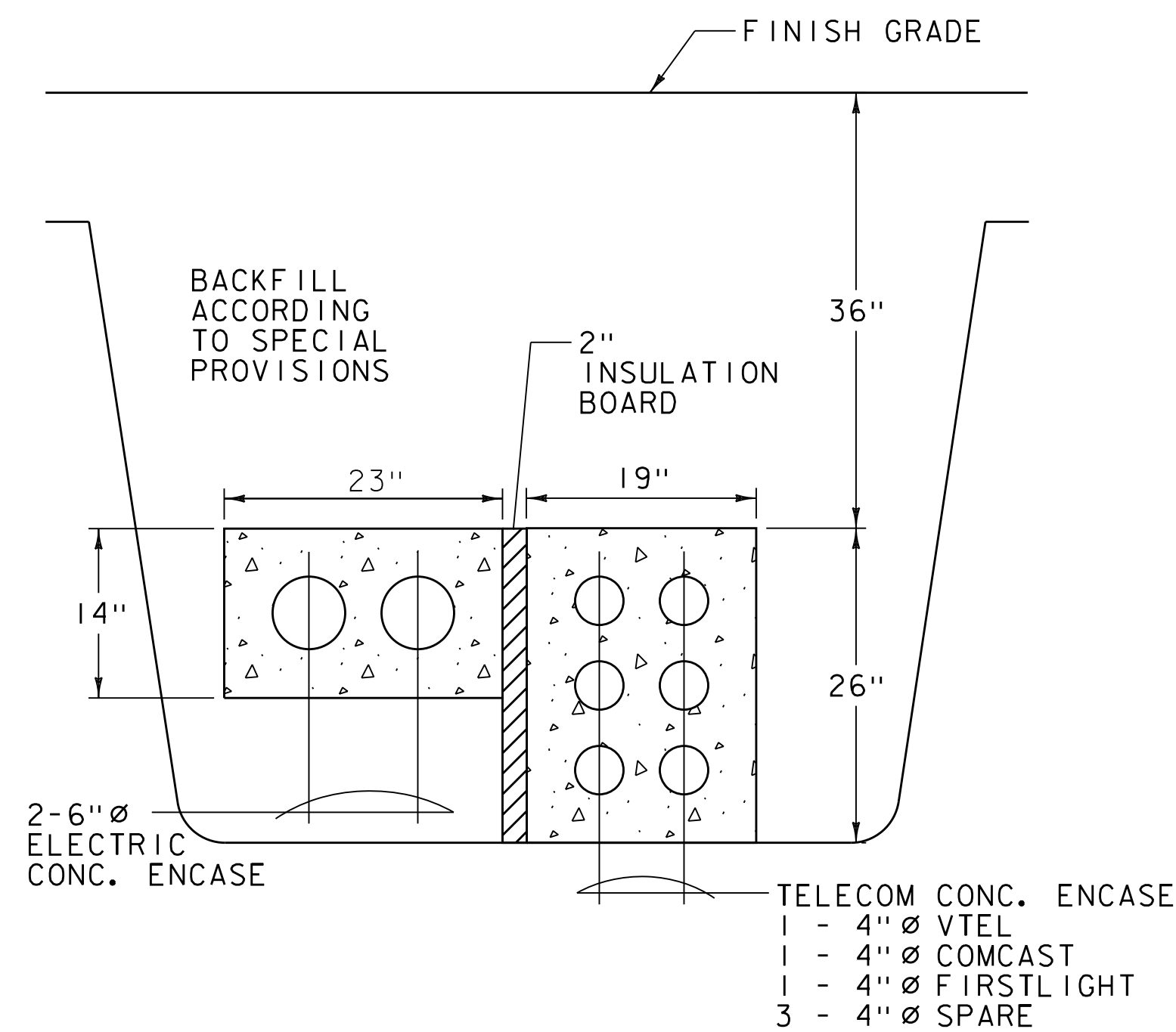
FILE NAME: 57790det.dgn  
PROJECT LEADER: D.M. PECK  
DESIGNED BY: C.K. FORD  
DETAILS SHEET (2 OF 5)

PLOT DATE: 2/15/2022  
DRAWN BY: C.K. FORD  
CHECKED BY: D.M. PECK  
SHEET 10 OF 56

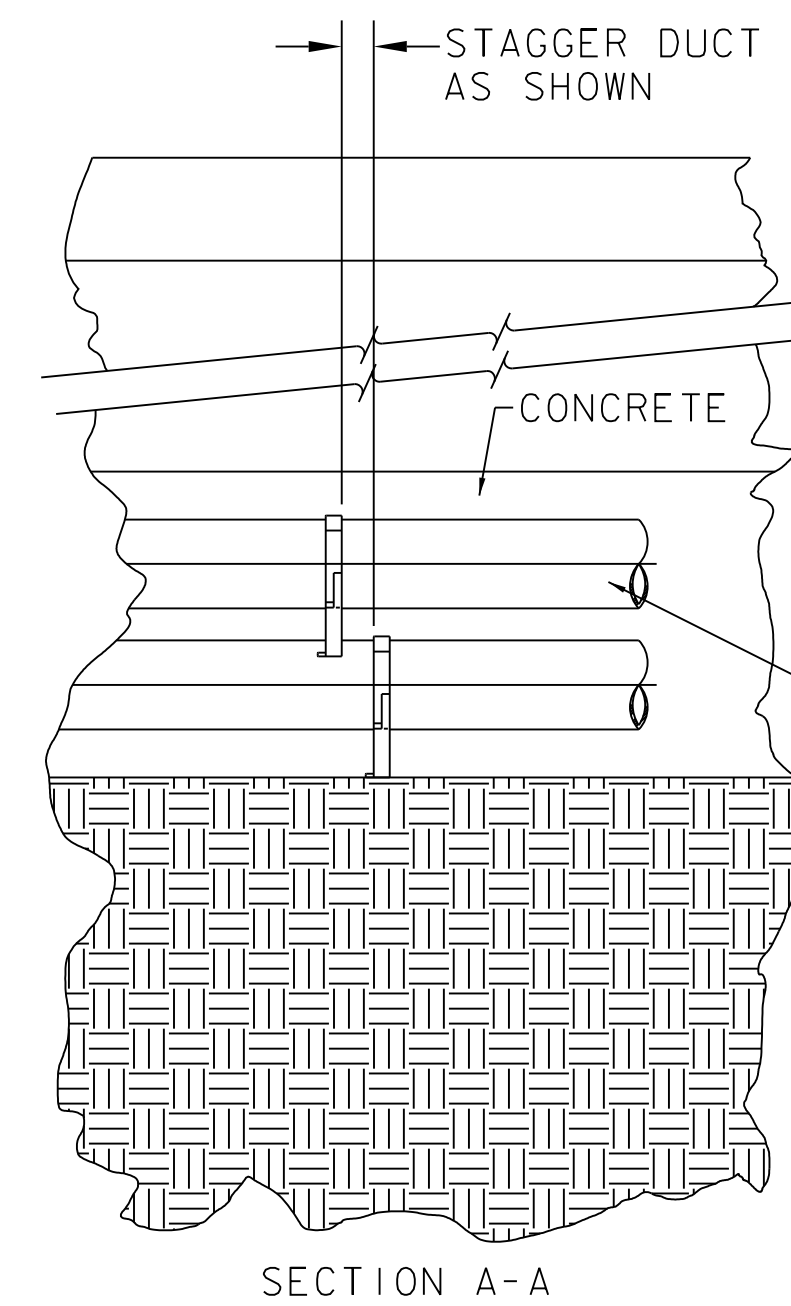




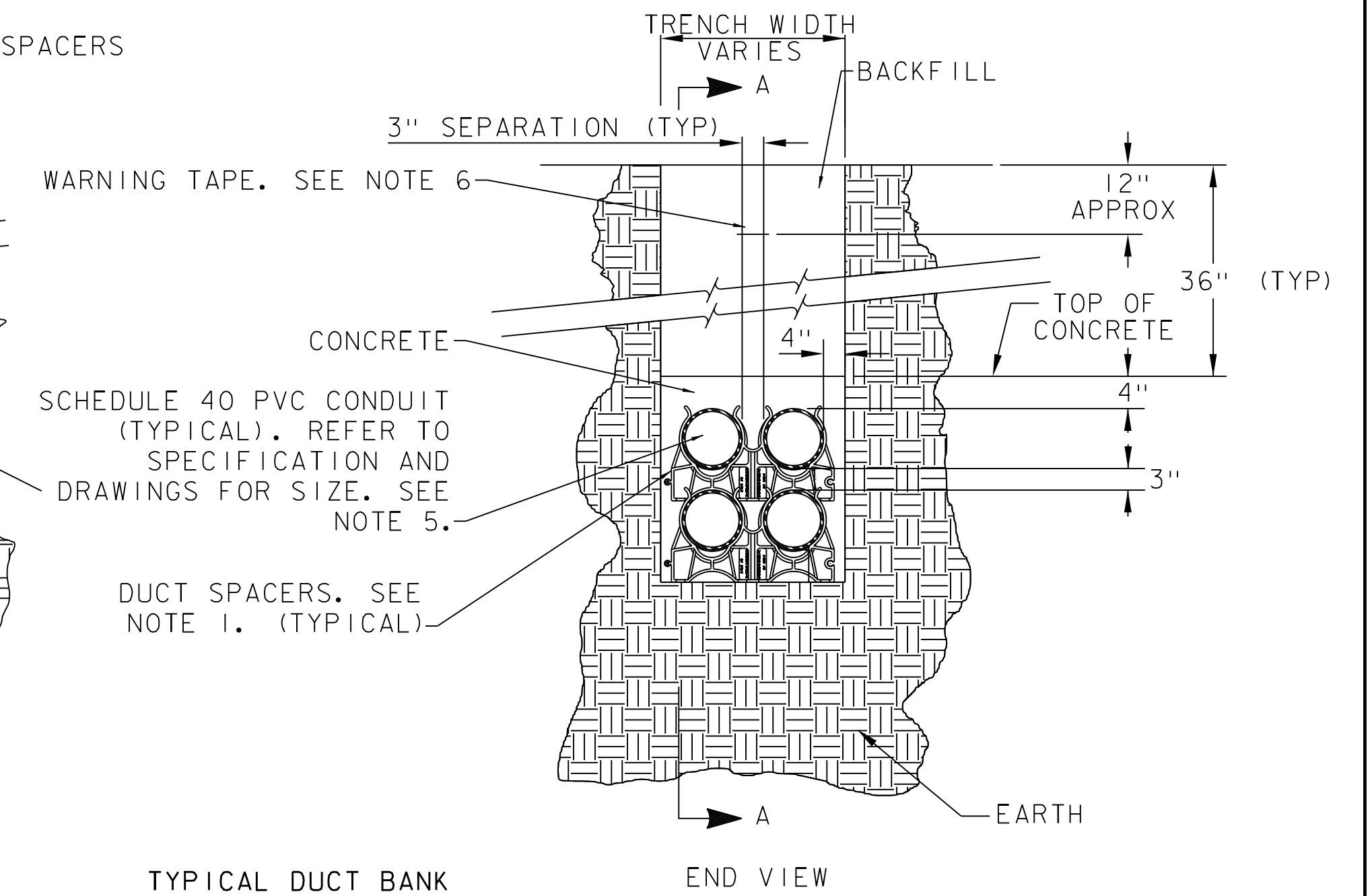
**ELECTRICAL AND TELECOM DUCT BANK**  
VT 12 (SKUNK HOLLOW ROAD) / US 5 NORTH  
N. T. S.



**CONCRETE ENCASED ELECTRICAL AND TELECOM DUCT BANK**  
VT 12 (SKUNK HOLLOW ROAD) / US 5 NORTH  
N. T. S.



SECTION A-A



TYPICAL DUCT BANK

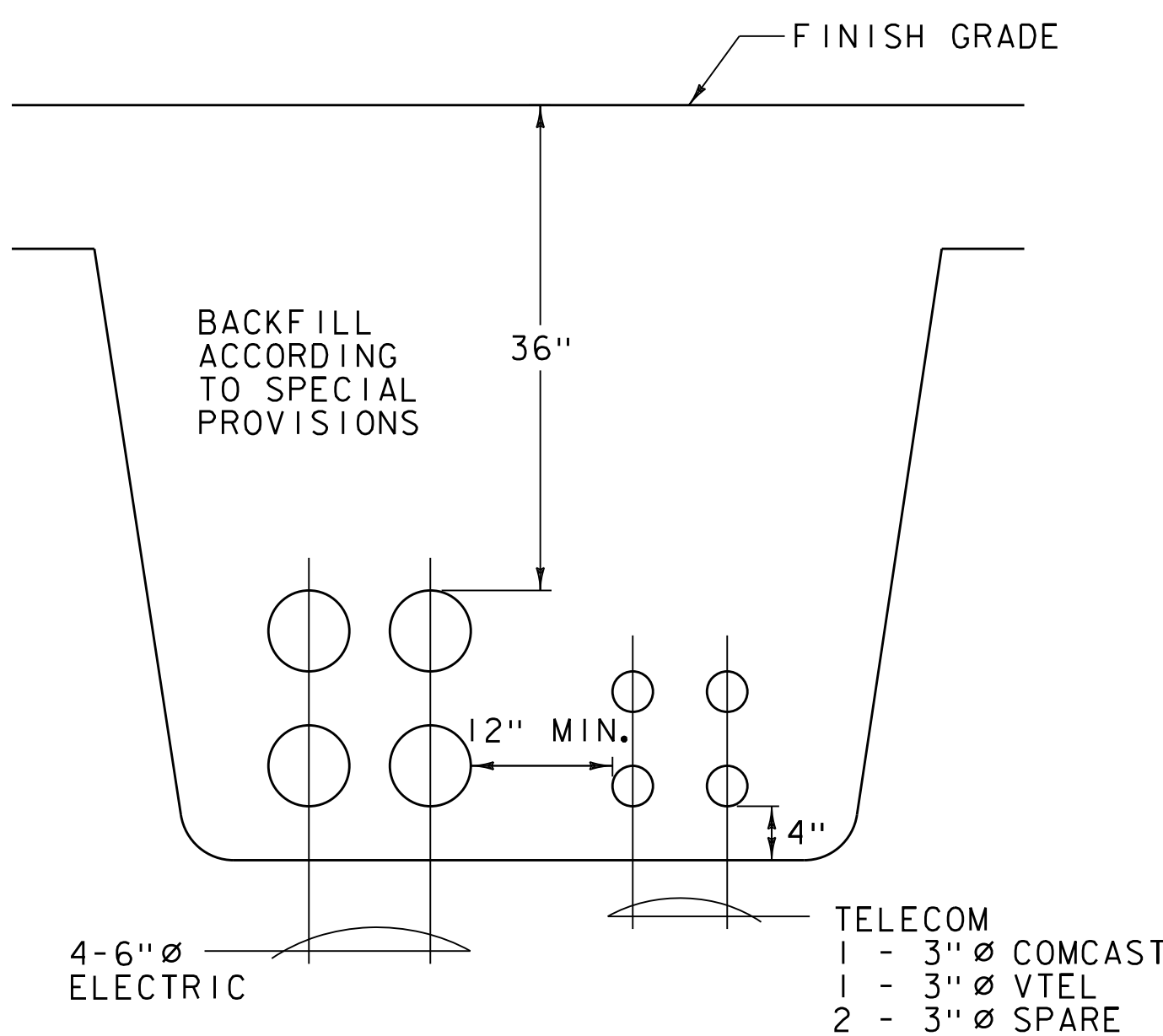
N. T. S.

* DUCT BANK SHALL BE CONCRETE ENCASED ONLY WHEN CROSSING UNDER THE ROADWAY

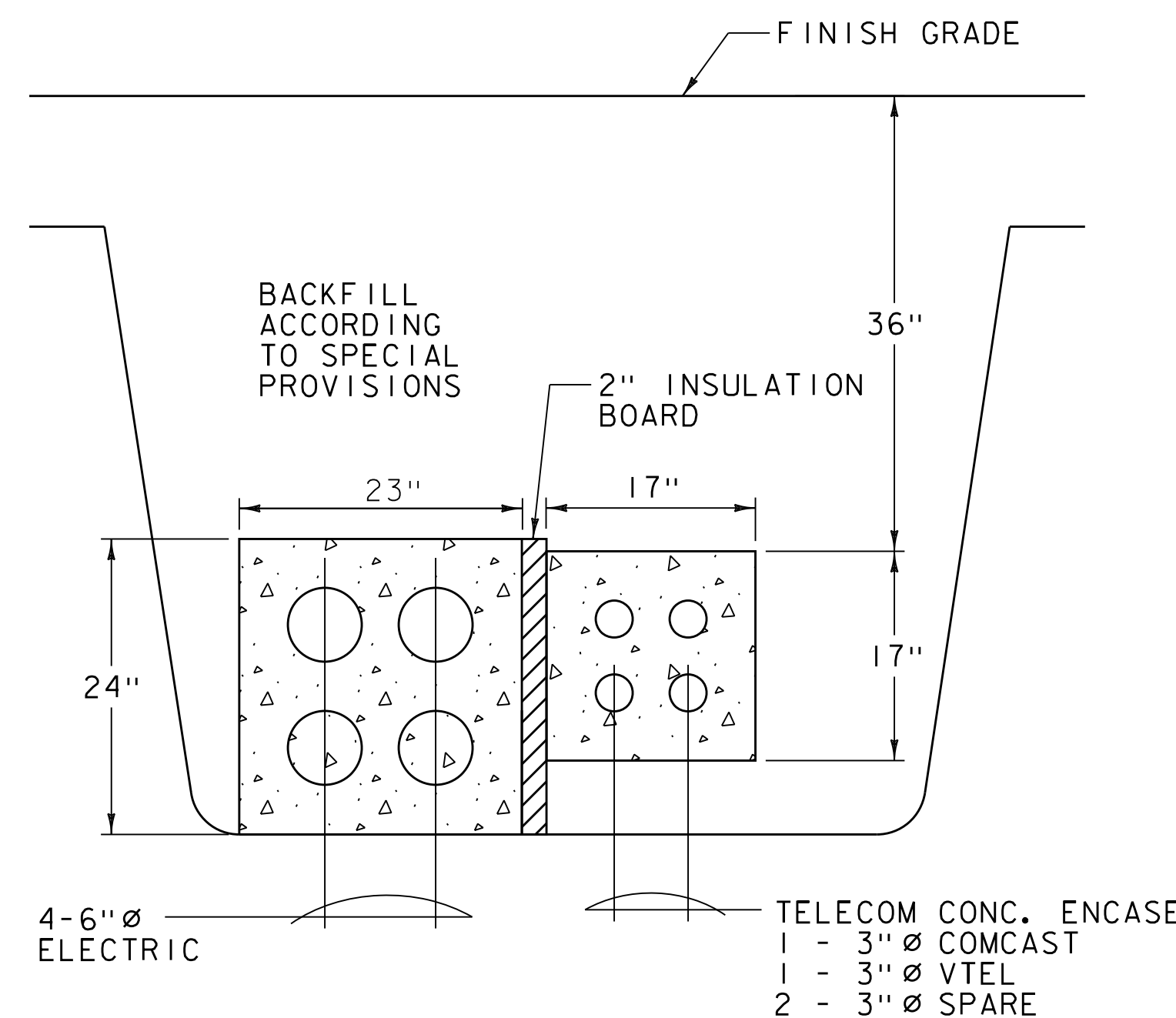
**GUIDE SPECIFICATIONS AND RELATED NOTES:**

1. DUCT BANK SHALL BE ENCASED IN CONCRETE* WITH AT LEAST FOUR INCHES OF CONCRETE AT THE TOP, THREE INCHES AT BOTTOM AND FOUR INCHES ON EACH SIDE.
2. A HORIZONTAL AND VERTICAL SEPARATION BETWEEN THE DUCTS OF THREE INCHES SHALL BE MAINTAINED BY INSTALLING UNDERGROUND DEVICES HIGH IMPACT POLYSTYRENE SPACERS. SPACERS SHALL BE INTERLOCKED HORIZONTALLY ONLY. ALONG THE DUCT RUN SPACERS SHALL BE STAGGERED VERTICALLY AND SHALL BE PLACED AT AN INTERVAL OF FOUR SPACERS PER 20 FEET (5 FEET APART).
3. THE CONCRETE SHALL INCORPORATE 3/8" AGGREGATE WITH A NOMINAL COMPRESSIVE STRENGTH OF 3,000 LBS. PER SQUARE INCH. THE SLUMP SHALL BE AT THE UPPER END OF THE RANGE, PREFERABLY 7 TO 8 INCHES. IT SHOULD HAVE JUST ENOUGH SLUMP TO FLOW TO THE BOTTOM OF THE DUCT BANK AND YET NOT BE SO WET AS TO CAUSE THE CONDUITS TO FLOAT EXCESSIVELY.
4. WHEN PLACING CONCRETE AROUND CONDUITS ADJUST THE DELIVERY CHUTE SO THE FALL OF THE CONCRETE INTO THE TRENCH IS MINIMAL. POUR THE CONCRETE SLOWLY AND DISTRIBUTE IT EVENLY SO AS NOT TO DISLodge THE SPACERS.
5. THE DUCT BANK SHOULD BE OF MONOLITHIC CONSTRUCTION.
6. PLASTIC WARNING TAPE SHALL BE "EXTRA-STRETCH" 6" WIDE AS MANUFACTURED BY TERRA-TAPE OR APPROVED EQUAL. COLOR CODE SHALL BE AS FOLLOWS: RED-ELECTRIC (SUPPLIED BY GMP), ORANGE-COMMUNICATIONS. IMPRINTED TEXT SHALL IDENTIFY DUCT BANK SERVICE. UTILIZE NON-DETECTABLE TAPE FOR ELECTRICAL DUCTS AND METALLIZED DETECTABLE TAPE FOR COMMUNICATION DUCTS.
7. DETAIL ABOVE SHOWS TYPICAL LAYOUT FOR (4) 3" CONDUITS. SPACING SHOWN ON THIS DETAIL BETWEEN CONDUITS AND CONCRETE ENVELOPE AROUND CONDUITS IS TYPICAL FOR ALL CONDUIT TYPES AND SIZES. REFER TO SITE PLAN DRAWINGS FOR VIEWS OF ACTUAL DUCTBANK SECTIONS.
8. PULL TAB TO BE INCLUDED IN ALL CONDUIT PIPE.
9. UNUSED DUCTS SHALL BE CAPPED WITH PVC CAPS APPROVED AND WITNESSED BY THE UTILITIES.
10. UTILITY CONDUITS SHALL BE SCH 40 PVC ELECTRICAL CONDUIT WITH NO FIELD BENDS AND MINIMUM BEND RADIUS OF 36". REFER TO UTILITY SPECIFICATIONS.
11. DUCT BANK SHALL BE CENTERED UNDER SIDEWALK WHERE POSSIBLE.

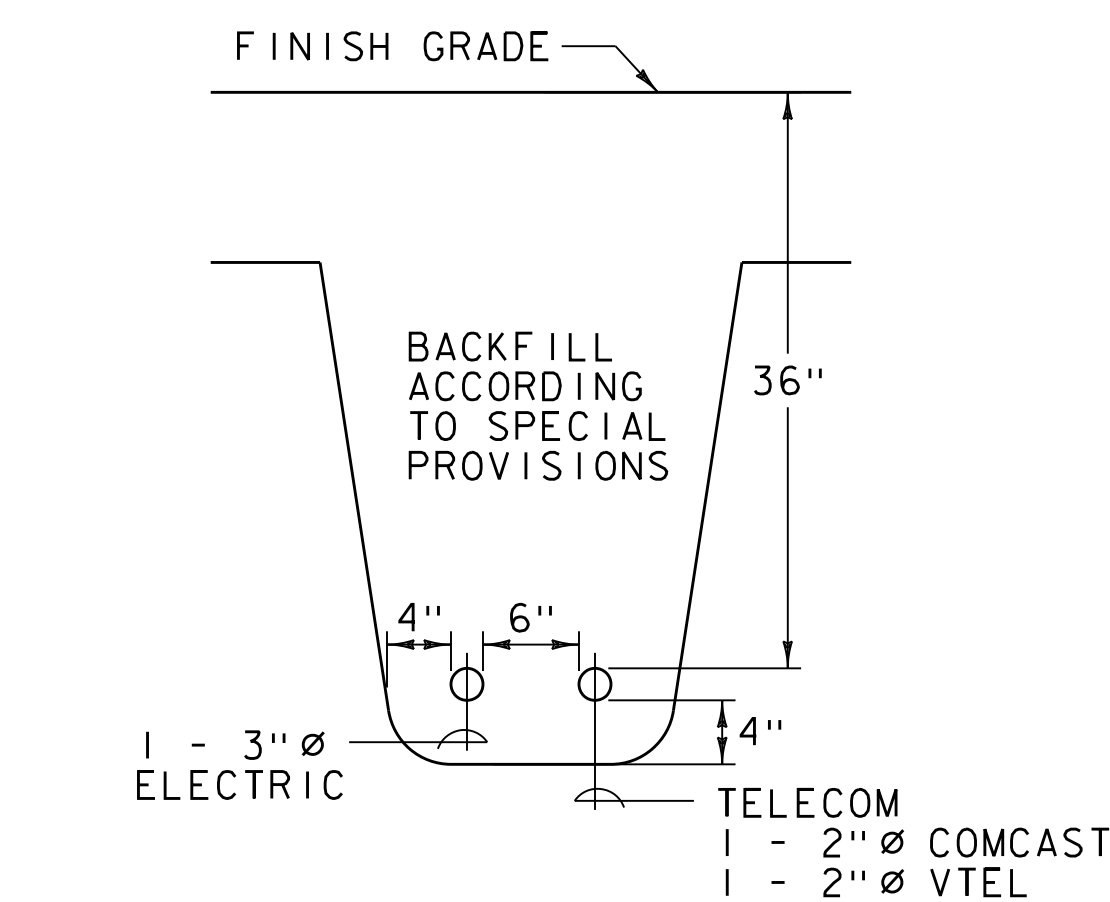
NOTE: NOT ALL CONDUITS WILL BE PRESENT IN ALL LOCATIONS



**ELECTRICAL AND TELECOM DUCT BANK**  
US 5  
N. T. S.



**CONCRETE ENCASED ELECTRICAL AND TELECOM DUCT BANK**  
US 5  
N. T. S.



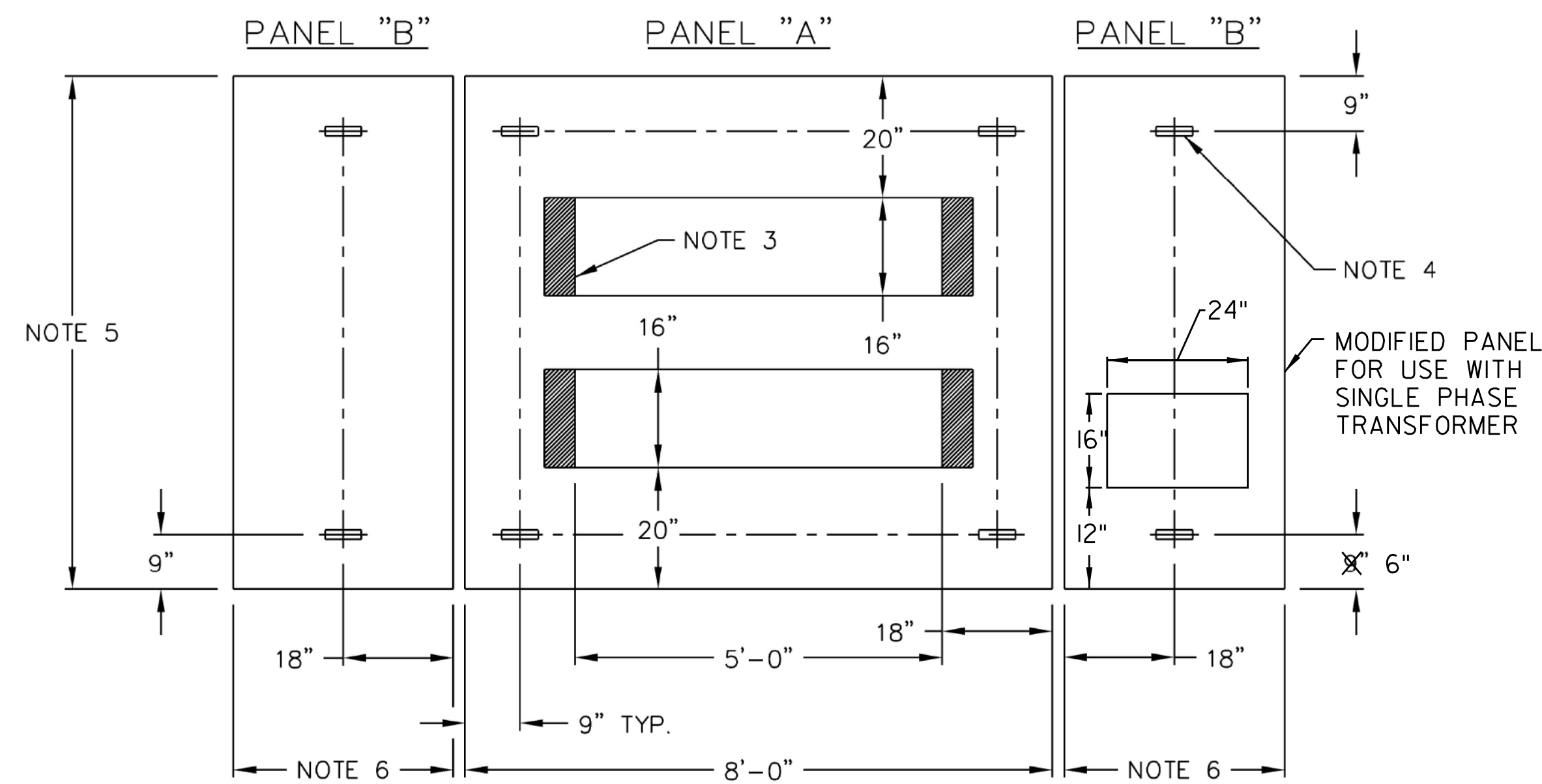
**ELECTRICAL AND TELECOM SERVICE TRENCH**  
N. T. S.



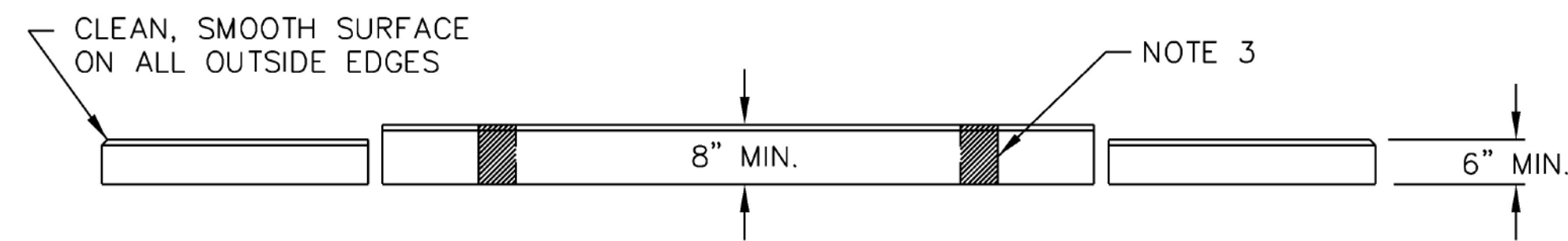
PROJECT NAME:	HARTLAND	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	DRAWN BY:	C.K. FORD
FILE NAME:	57790det.dgn	DESIGNED BY:	C.K. FORD
PROJECT LEADER:	D.M. PECK	CHECKED BY:	D.M. PECK
DETAILS SHEET (3 OF 5)		SHEET	II OF 56

2144pg3.dgn

**K30.5/ 3-PHASE PAD SWITCHGEAR (7' X 14')**  
 * MODIFIED FOR USE WITH DUAL 15 KV MTC'S



COVER PANELS, TOP VIEW

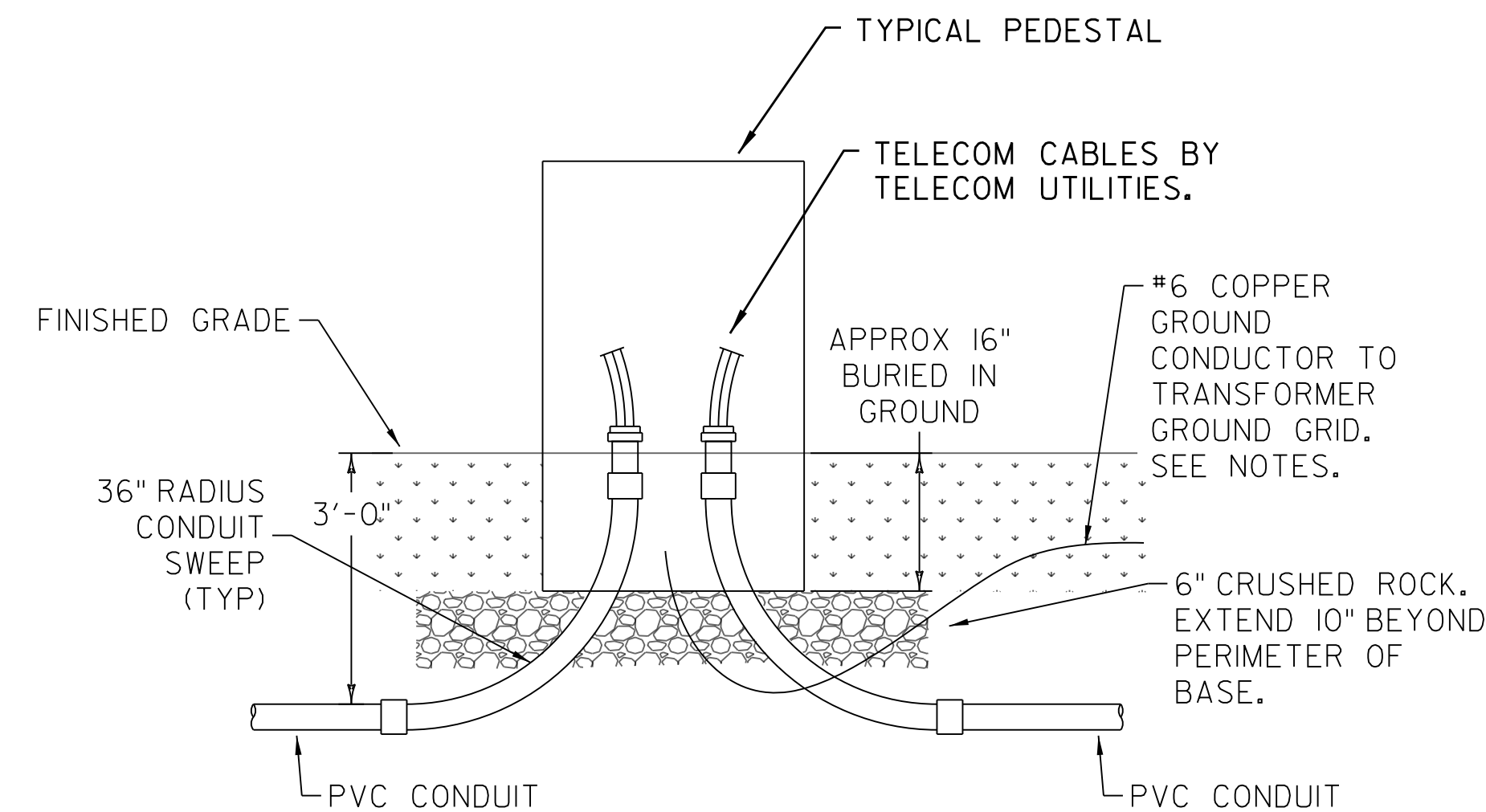


COVER PANELS, FRONT VIEW

**NOTES:**

1. PANEL "A" DESIGN LOAD 6,000 lbs.
2. PANEL "B" DESIGN LOAD AASHTO H-10.
3. SOME SWITCHGEAR REQUIRES A 70"x16" OPENING. PLACE NO REINFORCING STEEL IN THE 16"x5" SHADED AREAS AT THE ENDS OF THE OPENINGS (TYP. 4 PLACES).
4. RECESSED LIFTING EYES, #6 REBAR IN APPROX. 2.5"x6" SLOT (TYP. 8 PLACES).
5. DIMENSION TO BE 7' PLUS 2 TIMES WALL THICKNESS.
6. DIMENSION TO BE 3' PLUS WALL THICKNESS.

SCALE: 1" = 3'



TYPICAL TELECOM PEDESTAL DETAIL

**NOTES:**

1. DETAIL IS DIAGRAMMATIC AND IS INTENDED TO SHOW GENERAL INSTALLATION REQUIREMENTS FOR ALL SECONDARY AND TELECOM PEDESTALS. ACTUAL SIZES AND DEPTHS OF BASES VARY DEPENDING ON PEDESTAL USED.
2. ALL GROUND MOUNTED PEDESTALS SHALL BE FURNISHED BY UTILITIES, INSTALLED BY CONTRACTOR.
3. TELECOM PEDESTALS (LABELLED PED-T# OR PED-TT#) TYPICALLY ARE SIZED FROM 45"HX15"WX11"D TO 50"TX32"WX19"D. EACH SHALL BE PROVIDED WITH 48" CLEARANCE AROUND THEM. THE CONDUITS SHALL SWEEP UP WITHIN AS SMALL AN AREA AS POSSIBLE TO ALLOW PEDESTAL TO FIT OVER THE CONDUITS.
4. WHERE WITHIN 10' OF A TRANSFORMER, RUN (1) #6 COPPER GROUND WIRE FROM WITHIN PEDESTAL TO TRANSFORMER GROUND GRID.
5. ALL PVC CONDUIT SHALL BE SCHEDULE 40.



**DISTRIBUTION STANDARD**

App'd: *R/S*  
 DATE: 12/12

STANDARD NUMBER  
 2144 Page 3

NOTE: DETAIL PROVIDED BY GMP



PROJECT NAME: HARTLAND  
 PROJECT NUMBER: STP BPI9(2)

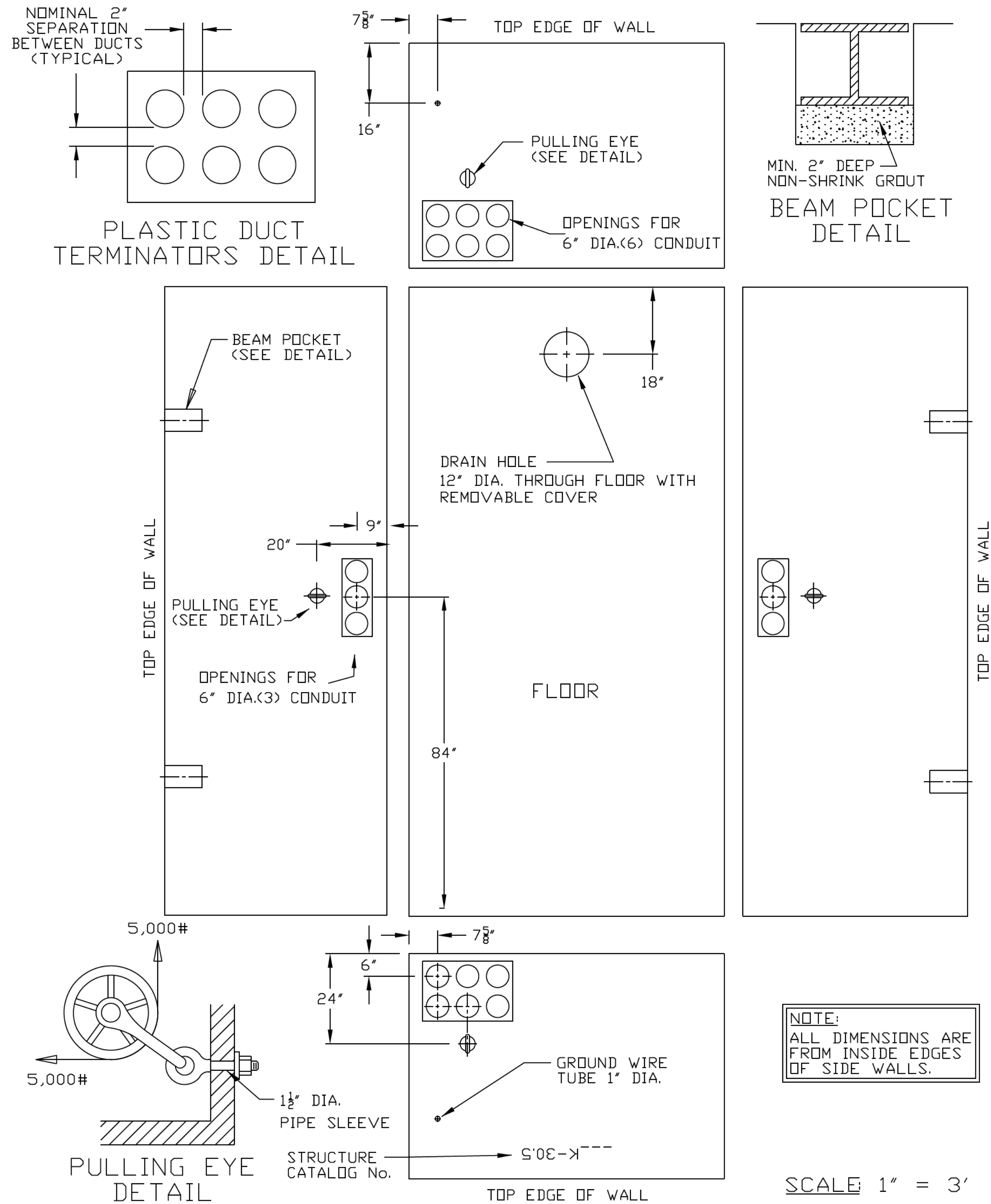
FILE NAME: 57790det.dgn  
 PROJECT LEADER: D.M. PECK  
 DESIGNED BY: C.K. FORD  
 DETAILS SHEET (4 OF 5)

PLOT DATE: 2/15/2022  
 DRAWN BY: C.K. FORD  
 CHECKED BY: D.M. PECK  
 SHEET 12 OF 56

2144pg2A.dgn

K30.5/ 3-PHASE PAD SWITCHGEAR (7' X 14')  
 * MODIFIED FOR USE WITH DUAL 15 KV MTC'S

WALL PENETRATIONS & ACCESSORY LOCATIONS



DISTRIBUTION STANDARD

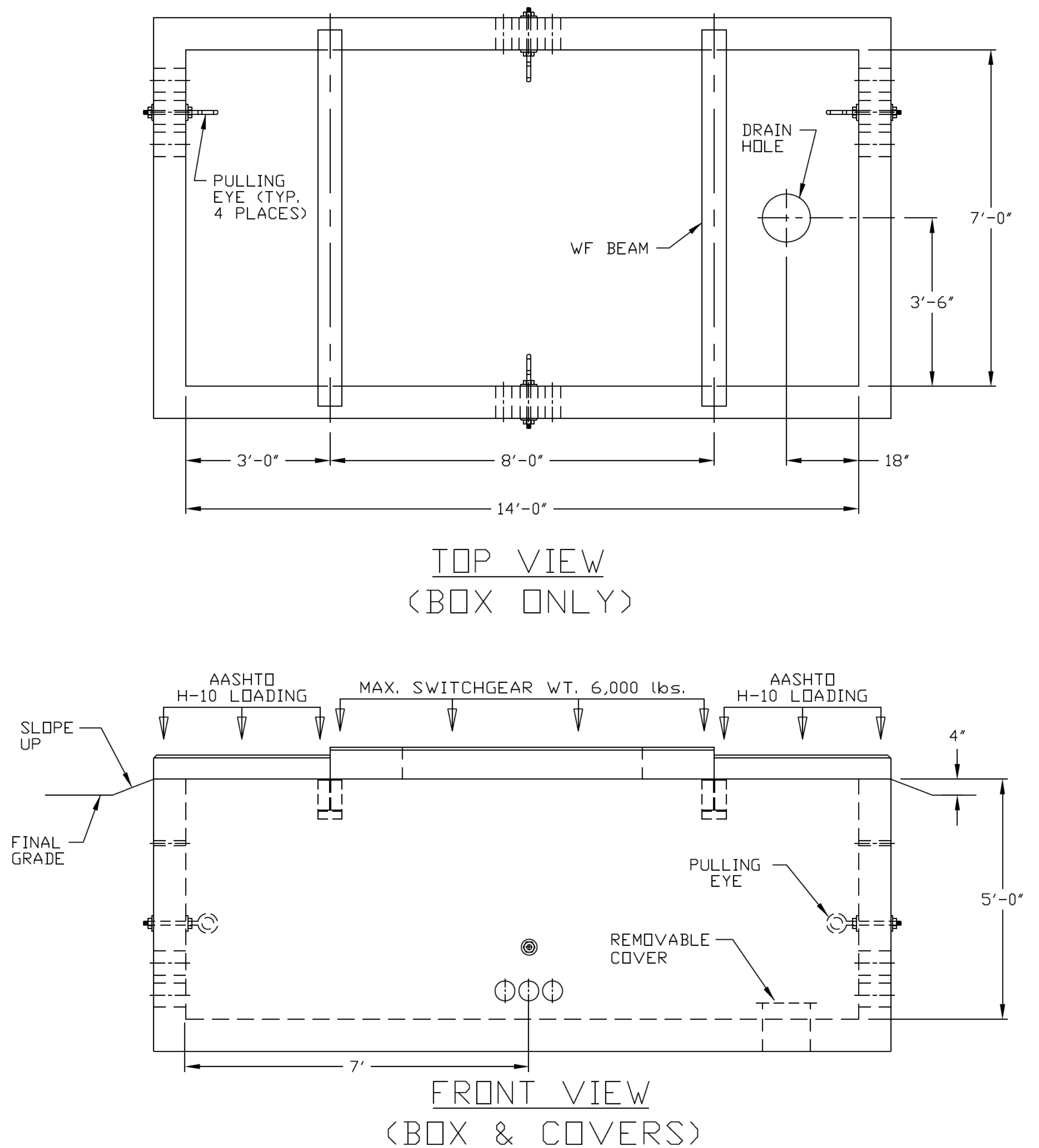
App'd: *R/S*  
 DATE: 09/14

STANDARD NUMBER  
 2144 Page 2

NOTE: DETAIL PROVIDED BY GMP

2144pg1A.dgn

K30.5/ 3-PHASE PAD SWITCHGEAR (7' X 14')  
 * MODIFIED FOR USE WITH DUAL 15 KV MTC'S



DISTRIBUTION STANDARD

App'd: *R/S*  
 DATE: 09/14

STANDARD NUMBER  
 2144 Page 1

NOTE: DETAIL PROVIDED BY GMP



PROJECT NAME: HARTLAND  
 PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790det.dgn  
 PROJECT LEADER: D.M. PECK  
 DESIGNED BY: C.K. FORD  
 DETAILS SHEET (5 OF 5)

PLOT DATE: 2/15/2022  
 DRAWN BY: C.K. FORD  
 CHECKED BY: D.M. PECK  
 SHEET 13 OF 56

# QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
	1011 - ROADWAY	1013 - ROADWAY (NO FEDERAL/STAT)	1041 - LANDSCAPING	1051 - EROSION CONTROL	1053 - EROSION CONTROL (NO)	1083 - UTILITIES - BID ITEMS (NO)	2011 - ROADWAY	OPTION			GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
	1									1			LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10	-			
	320	1300				120	340			2080			CY	COMMON EXCAVATION	203.15	41.9			
	25					15				40			CY	SOLID ROCK EXCAVATION	203.16	4.4			
		400								400			CY	EXCAVATION OF SURFACES AND PAVEMENTS	203.28	5.6			
	115	120								235			CY	TRENCH EXCAVATION OF EARTH	204.20	6.1			
	1									1			CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22				
	90	95				90				275			CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	4.7			
	1260	1260								2520			SY	COARSE-MILLING, BITUMINOUS PAVEMENT	210.10	5.6			
	260	340				20	180			800			CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	12.8			
						5				5			CY	AGGREGATE SURFACE COURSE	401.10				
						0.1	11			36.1			CWT	EMULSIFIED ASPHALT	404.65	3.4			
	60	110								170			SY	HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES	406.38	7			
	1									1			LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-			
	70	76								146			LF	15" CPEP(SL)	601.2610	-			
		38								38			LF	18" CPEP(SL)	601.2615	-			
	1	3								4			EACH	PRECAST REINFORCED CONCRETE DROP INLET WITH CAST IRON GRATE	604.18	-			
	1									1			EACH	PRECAST REINFORCED CONCRETE MANHOLE WITH CAST IRON COVER	604.21	-			
		135					30			165			MGAL	DUST CONTROL WITH WATER	609.10	2.3			
		115								115			LF	GRANITE SLOPE EDGING	616.20	-			
	600	180				60	260			1100			LF	VERTICAL GRANITE CURB	616.21	9			
	78	280								358			LF	REMOVING AND RESETTING CURB	616.40	11			
	78	370					100			548			LF	REMOVAL OF EXISTING CURB	616.41	12			
	590					70				660			SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10	2.3			
	60									60			SY	PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH	618.11	3.9			
	94									94			SF	DETECTABLE WARNING SURFACE	618.30	-			
	5									5			EACH	ENERGY ABSORPTION ATTENUATOR, TEMPORARY	621.56	-			
	65									65			LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80	1.8			
	750									750			LF	TEMPORARY TRAFFIC BARRIER	621.90	9			
	640									640			LF	REMOVE AND RESET TEMPORARY TRAFFIC BARRIER	621.95	1			
	20	100				20	40			180			HR	UNIFORMED TRAFFIC OFFICERS	630.10	-			
	200	300				40	310			850			HR	FLAGGERS	630.15	-			
	1									1			DL	FIELD OFFICE COMMUNICATIONS (N.A.B.I.)	631.26	-			
	1									1			LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
	1									1			LS	TRAFFIC CONTROL, ALL-INCLUSIVE	641.11	-			
	3									3			EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-			
		510								510			LF	TEMPORARY 4 INCH WHITE LINE	646.600	8			
		990								990			LF	TEMPORARY 4 INCH YELLOW LINE	646.610	3			
		80								80			LF	TEMPORARY 24 INCH STOP BAR	646.680	4			
		520								520			SF	PAVEMENT MARKING MASK	646.86	2			
					10	50	5			65			LB	SEED	651.15	9.1			

PROJECT NAME: HARTLAND	
PROJECT NUMBER: STP BPI9(2)	
FILE NAME: 57790qs.dgn	PLOT DATE: 2/15/2022
PROJECT LEADER: D.M. PECK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
QUANTITY SUMMARY SHEET (1 OF 3)	SHEET 14 OF 56



# QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES			
		1011 - ROADWAY	1013 - ROADWAY (NO FEDERAL/STAT)	1041 - LANDSCAPING	1051 - EROSION CONTROL	1053 - EROSION CONTROL (NO)	1083 - UTILITIES - BID ITEMS (NO)	2011 - ROADWAY	OPTION	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
					30	190	10			230		LB	FERTILIZER	651.18	8.1			
					0.5	1	0.1			1.6		TON	AGRICULTURAL LIMESTONE	651.20	0.7			
		30	200				10			240		CY	TOPSOIL	651.35	2.1			
					0.5	1	0.1			1.6		TON	HAY MULCH	653.10	0.7			
					15					15		CY	STABILIZED CONSTRUCTION ENTRANCE	653.35				
						6				6		EACH	INLET PROTECTION DEVICE, TYPE II	653.41				
						160				160		LF	SILT FENCE, TYPE I	653.475	2			
						145				145		LF	PROJECT DEMARCATION FENCE	653.55	3			
				4						4		EACH	DECIDUOUS TREES (ACER X FREEMANII SIENNA)(B&B)(2.5"-3" CAL.)	656.30	-			
				5						5		EACH	DECIDUOUS TREES (MALUS HYBRID SPRING SNOW) (2"-3" CAL.) (B&B)	656.30	-			
				3						3		EACH	DECIDUOUS TREES (TILIA CORDATA GREENSPIRE) (2.5"-3") (B&B)	656.30	-			
				30						30		MGAL	LANDSCAPE WATERING	656.65	3.1			
				670						670		CY	LANDSCAPE BACKFILL, TRUCK MEASUREMENT	656.80	-			
				1						1		LS	TREE PROTECTION	656.85	-			
			181							181		SF	TRAFFIC SIGN, TYPE A	675.20	0.4			
			320							320		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	5			
		13	55							68		EACH	REMOVING SIGNS	675.50	-			
		11	3							14		EACH	RESETTING SIGNS	675.60	-			
							2			2		EACH	PULL BOX, STANDARD	678.25	-			
							2			2		EACH	SPECIAL PROVISION (TELECOM PEDESTAL)	900.620	-			
							1			1		EACH	SPECIAL PROVISION (K30.5 TRANSFORMER VAULT)	900.620	-			
							580			580		LF	SPECIAL PROVISION (ELECTRIC AND TELECOM SERVICES)	900.640	7			
							740			740		LF	SPECIAL PROVISION (ELECTRIC AND TELECOM DUCT BANK, NORTH-SOUTH)	900.640	8			
							180			180		LF	SPECIAL PROVISION (CONCRETE ENCASED ELECTRIC AND TELECOM DUCT BANK, NORTH-SOUTH)	900.640	3			
							510			510		LF	SPECIAL PROVISION (ELECTRIC AND TELECOM DUCT BANK, EAST-WEST)	900.640	6			
							90			90		LF	SPECIAL PROVISION (CONCRETE ENCASED ELECTRIC AND TELECOM DUCT BANK, EAST-WEST)	900.640	2			
			1							1		LS	SPECIAL PROVISION (RELOCATE TOWN MONUMENT)	900.645	-			
		1								1		LS	SPECIAL PROVISION (MAINTENANCE OF PEDESTRIAN TRAFFIC)	900.645	-			
								1		1		LU	SPECIAL PROVISION (MAT DENSITY PAY ADJUSTMENT, SMALL QUANTITY)(N.A.B.I.)	900.650	-			
								1		1		LU	SPECIAL PROVISION (MIXTURE PAY ADJUSTMENT, SMALL QUANTITY)(N.A.B.I.)	900.650	-			
							90			90		SF	SPECIAL PROVISION (UNIT BLOCK RETAINING WALL)	900.670	5			
			590				6	360		956		TON	SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY)	900.680				
													BEGIN OPTION POLYUREA ITEMS					
								1490		1490		LF	DURABLE 4 INCH WHITE LINE, POLYUREA	646.404	11			
								1590		1590		LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.414	10			
								84		84		LF	DURABLE 24 INCH STOP BAR, POLYUREA	646.484	3			
								16		16		EACH	DURABLE LETTER OR SYMBOL, POLYUREA	646.494	-			
								195		195		LF	DURABLE CROSSWALK MARKING, POLYUREA	646.504	6			
													END OPTION POLYUREA ITEMS					

PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790qs.dgn  
PROJECT LEADER: D.M. PECK  
DESIGNED BY: C.K. FORD  
QUANTITY SUMMARY SHEET (2 OF 3)

PLOT DATE: 2/15/2022  
DRAWN BY: C.K. FORD  
CHECKED BY: D.M. PECK  
SHEET 15 OF 56



# QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
1011 - ROADWAY	1013 - ROADWAY (NO FEDERAL/STAT	1041 - LANDSCAPING	1051 - EROSION CONTROL	1053 - EROSION CONTROL (NO	1083 - UTILITIES - BID ITEMS (NO	2011- ROADWAY	OPTION			GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
													BEGIN OPTION THERMOPLASTIC ITEMS					
							1490			1490		LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	11			
							1590			1590		LF	DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC	646.412	10			
							84			84		LF	DURABLE 24 INCH STOP BAR, THERMOPLASTIC	646.482	3			
							16			16		EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-			
							195			195		LF	DURABLE CROSSWALK MARKING, THERMOPLASTIC	646.502	6			
													END OPTION THERMOPLASTIC ITEMS					

PROJECT NAME: HARTLAND	PLOT DATE: 2/15/2022
PROJECT NUMBER: STP BP19(2)	DRAWN BY: C.K. FORD
FILE NAME: 57790qs.dgn	CHECKED BY: D.M. PECK
PROJECT LEADER: D.M. PECK	SHEET 16 OF 56
DESIGNED BY: C.K. FORD	QUANTITY SUMMARY SHEET (3 OF 3)





# ITEM DETAIL SHEET

CURB					SIDEWALK					GUARD RAIL						UNDERDRAIN											
BEGIN STATION	END STATION	POSITION		REMARKS	BEGIN STATION	END STATION	POSITION		REMARKS	BEGIN STATION	END STATION	POSITION		END TREATMENT		BEGIN STATION	END STATION	TYPE	POSITION	DIA. IN	LENGTH FT	TRENCH		GRAN BK FILL CF	FB EA	MKR PST EA	
		LEFT FT	RIGHT FT				LEFT SY	RIGHT SY				LEFT FT	RIGHT FT	BEGIN EA	END EA							EARTH CF	ROCK CF				
<b>VERTICAL GRANITE CURB</b>					<b>PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH</b>																						
200+24.3	202+05.5	190.3		11.1' @ 10' R 9.2' @ 20' R	200+24.8	202+05.5	103.0																				
201+95.0	105+15.0		494.8	34.1' @ 35' R 65.7' @ 125' R 104.4' @ 416' R	202+29.5	202+76.0	25.9																				
202+29.5	202+76.0	46.5			203+12.0	203+78.9	37.1																				
203+12.0	203+78.9	67.0		55.2' @ 500' R	203+77.6	204+40.5		65.9																			
101+01.0	204+10.6		156.0	14.5' @ 20' R 57.9' @ 55' R 18.2' @ 500' R	101+01.0	204+10.6		85.6																			
101+06.0	206+47.2	259.2		83.0' @ 40' R 73.7' @ 384' R 16.0' @ 15' R 6.3' @ 3' R	101+06.0	206+43.9	154.4																				
103+30.1	3+44.0	127.3		32.2' @ 15' R 50' @ 40' R 24.7' @ 10' R	205+53.4	205+89.9	32.1																				
3+23.2	206+22.4		84.4	41.2' @ 15' R 8.3' @ 50' R 30.1' @ 436' R	205+27.0	103+30.1	77.8																				
					103+88.2	105+15.0		74.3																			
					<b>SUBTOTAL:</b>		<b>656.1</b>																				
					ROUNDING:		3.9																				
					<b>TOTAL:</b>		<b>660</b>																				
<b>REMOVE AND RESET CURB</b>					<b>PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH</b>																						
					202+05.5	202+29.5	14.7																				
					202+76.0	203+12.0	22.0																				
					203+78.4	204+10.6	19.5																				
					<b>SUBTOTAL AD ALT:</b>		<b>56.2</b>																				
					ROUNDING:		3.8																				
					<b>TOTAL:</b>		<b>60</b>																				
					<b>SUBTOTAL:</b>		<b>1425.5</b>																				
					ROUNDING:		23.6																				
					<b>TOTAL:</b>		<b>1100</b>																				
<b>GRANITE SLOPE EDGING</b>																											
3+23.2	3+82.2	56.8			3+23.2	3+82.2																					
3+44.0	3+74.8		56.0		3+44.0	3+74.8																					
					<b>SUBTOTAL:</b>		<b>112.8</b>																				
					ROUNDING:		2.4																				
					<b>TOTAL:</b>		<b>115</b>																				

PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)



FILE NAME: 57790qs.dgn  
PROJECT LEADER: D.M. PECK  
DESIGNED BY: C.K. FORD  
ITEM DETAIL SHEET

PLOT DATE: 2/15/2022  
DRAWN BY: C.K. FORD  
CHECKED BY: D.M. PECK  
SHEET 17 OF 56



**US ROUTE 5 - QUECHEE ROAD**

POINT TYPE	STATION	NORTHING	EASTING
POB	199+60.00	378922.3789	1667048.5900
PC	200+00.00	378961.9693	1667057.4170
PI	200+11.83	378973.5033	1667060.0266
PT	200+23.65	378985.0673	1667062.4996
PC	201+44.33	379103.0752	1667087.7360
PI	201+63.12	379121.4500	1667091.6655
PT	201+81.91	379139.8538	1667095.4568
PC	204+77.19	379429.0638	1667155.0358
PI	206+10.19	379559.3282	1667181.8711
PT	207+34.61	379680.9248	1667127.9895
POE	207+75.00	379717.8553	1667111.6250

**VT 12 (SKUNK HOLLOW ROAD) - US ROUTE 5**

POINT TYPE	STATION	NORTHING	EASTING
POB	100+00.00	379542.6006	1666947.0351
PC	100+60.08	379509.3643	1666997.0803
PI	100+92.43	379491.4671	1667024.0289
PT	101+24.75	379475.3491	1667052.0779
PC	101+74.82	379450.4043	1667095.4874
PI	103+07.27	379384.4142	1667210.3250
PT	104+30.63	379400.0002	1667341.8524
POE	105+00.00	379408.1639	1667410.7448

**PROPOSED PARKING LOT / DRIVE**

POINT TYPE	STATION	NORTHING	EASTING
POB	3+00.00	379500.7136	1667163.3270
PC	3+30.12	379486.2469	1667189.7443
PI	3+54.91	379474.3385	1667211.4902
PT	3+78.73	379473.9677	1667236.2805
POE	3+82.24	379473.9151	1667239.7992

**CURVE #4**  
 N = 379491.47  
 E = 1667024.03  
 R = 1000.00'  
 $\Delta = 3^\circ 42' 21''$   
 Dc =  $5^\circ 43' 46''$   
 L = 64.68'  
 T = 32.35'  
 E = 0.52'

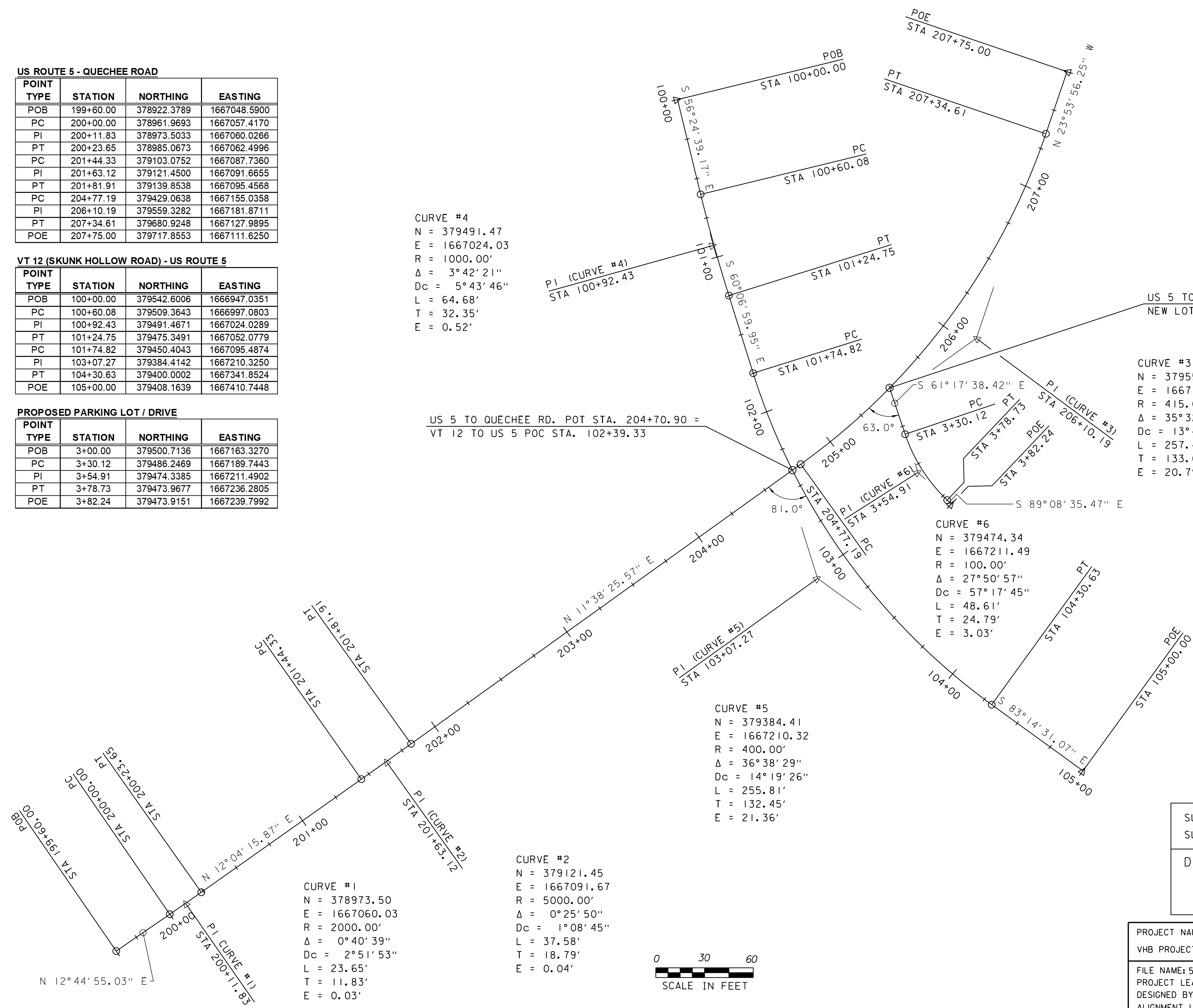
**CURVE #3**  
 N = 379559.33  
 E = 1667181.87  
 R = 415.00'  
 $\Delta = 35^\circ 32' 22''$   
 Dc =  $13^\circ 48' 22''$   
 L = 257.42'  
 T = 133.00'  
 E = 20.79'

**CURVE #6**  
 N = 379474.34  
 E = 1667211.49  
 R = 100.00'  
 $\Delta = 27^\circ 50' 57''$   
 Dc =  $57^\circ 17' 45''$   
 L = 48.61'  
 T = 24.79'  
 E = 3.03'

**CURVE #5**  
 N = 379384.41  
 E = 1667210.32  
 R = 400.00'  
 $\Delta = 36^\circ 38' 29''$   
 Dc =  $14^\circ 19' 26''$   
 L = 255.81'  
 T = 132.45'  
 E = 21.36'

**CURVE #1**  
 N = 378973.50  
 E = 1667060.03  
 R = 2000.00'  
 $\Delta = 0^\circ 40' 39''$   
 Dc =  $2^\circ 51' 53''$   
 L = 23.65'  
 T = 11.83'  
 E = 0.03'

**CURVE #2**  
 N = 379121.45  
 E = 1667091.67  
 R = 5000.00'  
 $\Delta = 0^\circ 25' 50''$   
 Dc =  $1^\circ 08' 45''$   
 L = 37.58'  
 T = 18.79'  
 E = 0.04'

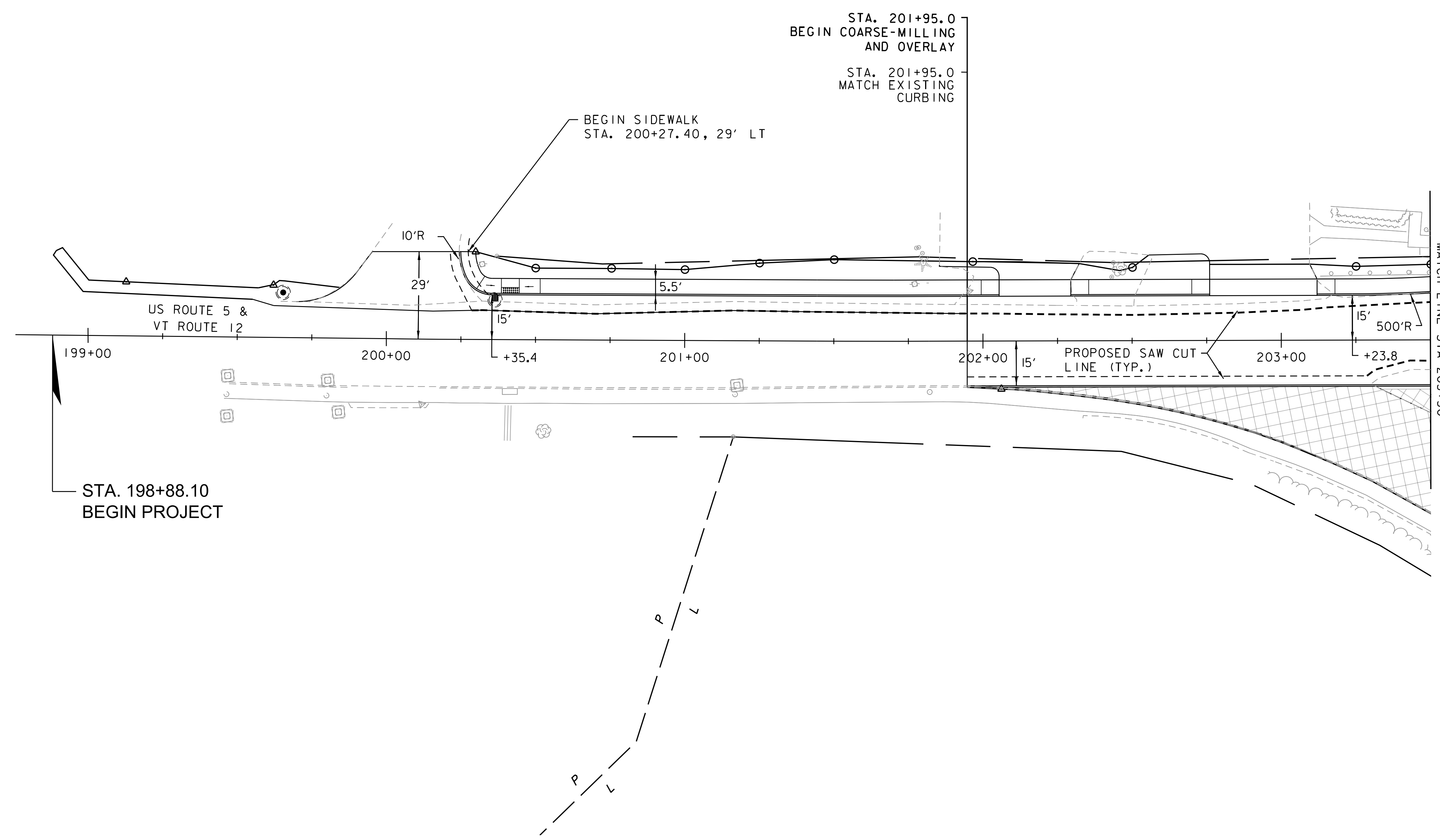
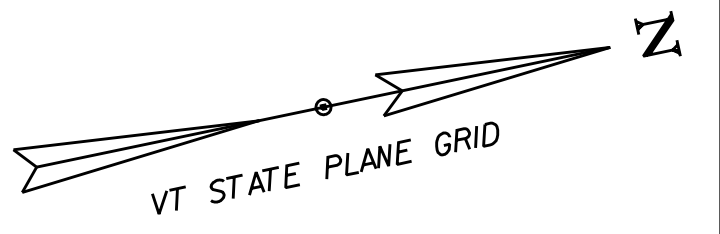


US 5 TO QUECHEE RD. POT STA. 204+70.90 =  
 VT 12 TO US 5 POC STA. 102+39.33

US 5 TO QUECHEE RD. POC STA. 205+49.42 =  
 NEW LOT / DRIVE POB STA. 3+00.00

SURVEYED BY : VHB  
 SURVEYED DATE : SEPTEMBER 2015  
 DATUM  
 VERTICAL NAVD 88 (GEOID 12A)  
 HORIZONTAL VT STATE PLANE (NAD 83)

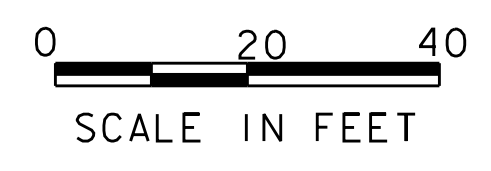
PROJECT NAME: HARTLAND  
 VHB PROJECT NUMBER: STP BP19(2)  
 FILE NAME: 57790BDR.ALI.INFO.dgn PLOT DATE: 2/15/2022  
 PROJECT LEADER: D.M. PECK DRAWN BY: C.K. FORD  
 DESIGNED BY: C.K. FORD CHECKED BY: D.M. PECK  
 ALIGNMENT LAYOUT PLAN SHEET 19 OF 56



- VERTICAL GRANITE CURB**
- STA. 200+24.3 - 202+05.5, LT.
- STA. 202+29.5 - 202+76.0, LT.
- STA. 203+12.0 - 203+50.0, LT.
- STA. 201+95.0 - 203+50.0, RT.
- PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH**
- STA. 200+24.8 - 202+05.5, LT.
- STA. 202+29.5 - 202+76.0, LT.
- STA. 203+12.0 - 203+50.0, LT.
- PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH**
- STA. 202+05.5 - 202+29.5, LT.
- STA. 202+76.0 - 203+12.0, LT.
- DETECTABLE WARNING SURFACE**
- STA. 200+41.3, LT.
- TYPE 2 DRIVE ENTRANCE, 5.5' WIDE**
- STA. 202+17.5, LT.
- STA. 202+94.0, LT.
- TYPE 6 SIDEWALK RAMP**
- STA. 200+42.0, LT.
- EXCAVATION OF SURFACES AND PAVEMENTS**
- STA. 202+00.0 - 203+50.0, RT.
- REMOVAL OF EXISTING CURB**
- STA. 201+95.0 - 203+50.0, RT.
- REMOVAL AND DISPOSAL OF GUARDRAIL**
- STA. 203+13.0 - 203+50.0, LT.
- HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES**
- STA. 202+05.5 - 202+29.5, LT.
- STA. 202+76.0 - 203+12.0, LT.

STA. 198+88.10  
BEGIN PROJECT

EXISTING PAVEMENT SURFACE TO BE REMOVED



PROJECT NAME: HARTLAND	
PROJECT NUMBER: STP BPI9(2)	
FILE NAME: 57790BDR.ALI.dgn	PLOT DATE: 2/15/2022
PROJECT LEADER: D.M. PECK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
ROADWAY LAYOUT (1 OF 2)	SHEET 20 OF 56

PORTLAND CEMENT CONCRETE  
SIDEWALK, 5 INCH

STA. 100+98.8, RT. - 204+10.6, LT.  
STA. 101+06.0, LT. - 206+43.9, LT.  
STA. 205+27.0, RT. - 103+30.1, LT.  
STA. 103+88.2, RT. - 105+15.0, RT.  
STA. 203+77.6, RT. - 204+40.5, RT.  
STA. 203+50.0, LT. - 203+78.9, LT.  
STA. 205+53.4, LT. - 205+89.9, LT.

PORTLAND CEMENT CONCRETE  
SIDEWALK, 8 INCH

STA. 203+78.40 - 204+10.60, LT.

DETECTABLE WARNING SURFACE

STA. 101+95, LT.  
STA. 101+97, RT.  
STA. 102+88, LT.  
STA. 102+88, RT.  
STA. 204+33, LT.  
STA. 204+31, RT.  
STA. 205+13, RT.

GRANITE SLOPE EDGING

STA. 3+23.2 - 3+82.2, LT.  
STA. 3+44.0 - 3+74.8, RT.

VERTICAL GRANITE CURB

STA. 101+06.0, LT. - 206+47.2, LT.  
STA. 100+98.8, RT. - 204+10.6, LT.  
STA. 203+50.0, RT. - 105+15.0, RT.  
STA. 203+50.0, LT. - 203+78.9, LT.  
STA. 103+30.1, LT. - 3+44.0, RT.  
STA. 3+23.2, LT. - 206+18.8, RT.

REMOVAL OF EXISTING CURB

STA. 101+20.6 - 101+40.8, RT.  
STA. 101+79.3 - 102+09.2, RT.  
STA. 103+21.5 - 105+15.0, RT.  
STA. 101+06.0 - 101+47.1, LT.  
STA. 204+15.6 - 204+50.0, LT.  
STA. 205+48.2 - 205+94.7, LT.  
STA. 205+16.7 - 205+59.1, LT.  
STA. 205+16.7 - 205+76.6, RT.

TYPE 3 SIDEWALK RAMP

STA. 102+82, RT.

TYPE 5 SIDEWALK RAMP

STA. 101+96, LT.

TYPE 6 SIDEWALK RAMP

STA. 101+97, RT.  
STA. 102+88, LT.  
STA. 204+33, LT.  
STA. 205+17, RT.

TYPE 2 DRIVE ENTRANCE, 5.5' WIDE

STA. 203+94.0, LT.

EXCAVATION OF SURFACES  
AND PAVEMENTS

STA. 205+35.0 - 206+50.0, RT.  
STA. 102+50.0 - 103+75.0, LT.  
STA. 102+60.0 - 104+60.0, RT.  
STA. 203+50.0 - 204+00.0, RT.  
STA. 205+00.0 - 206+00.0, LT.

HAND-PLACED BITUMINOUS CONCRETE  
MATERIAL, DRIVES

STA. 100+20.0 - 100+41.7, RT.  
STA. 100+45.0 - 101+15.0, RT.  
STA. 203+78.4 - 204+10.6, LT.

REMOVAL AND DISPOSAL OF GUARDRAIL

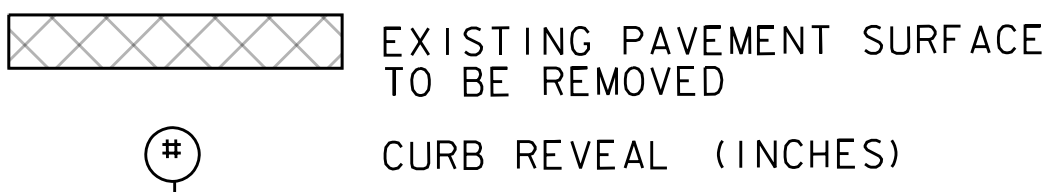
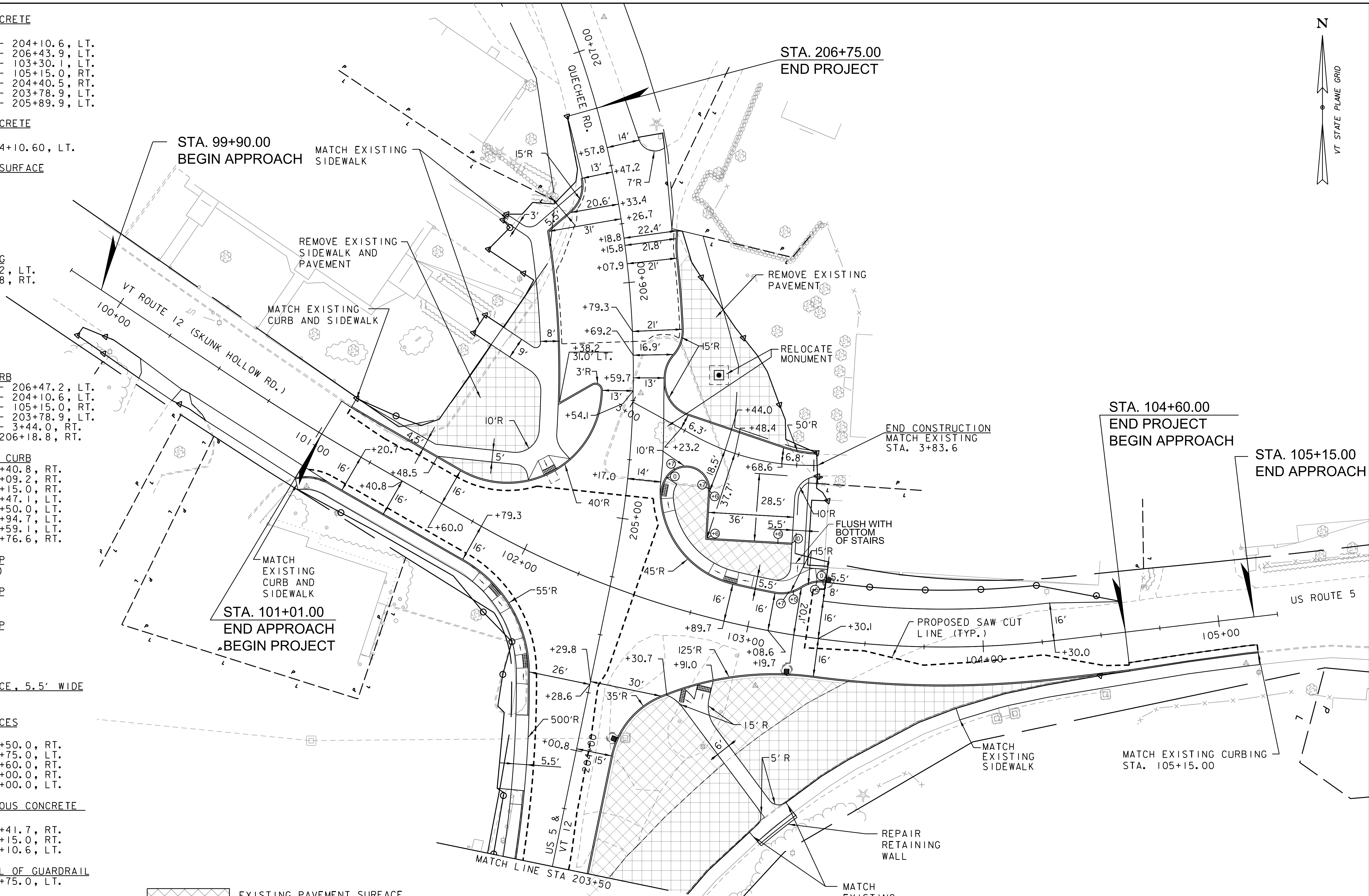
STA. 203+50.0 - 203+75.0, LT.

SPECIAL PROVISION (RELOCATE  
TOWN MONUMENT)

STA. 205+37.6 - 205+60.8 RT.

SPECIAL PROVISION (UNIT  
BLOCK RETAINING WALL)

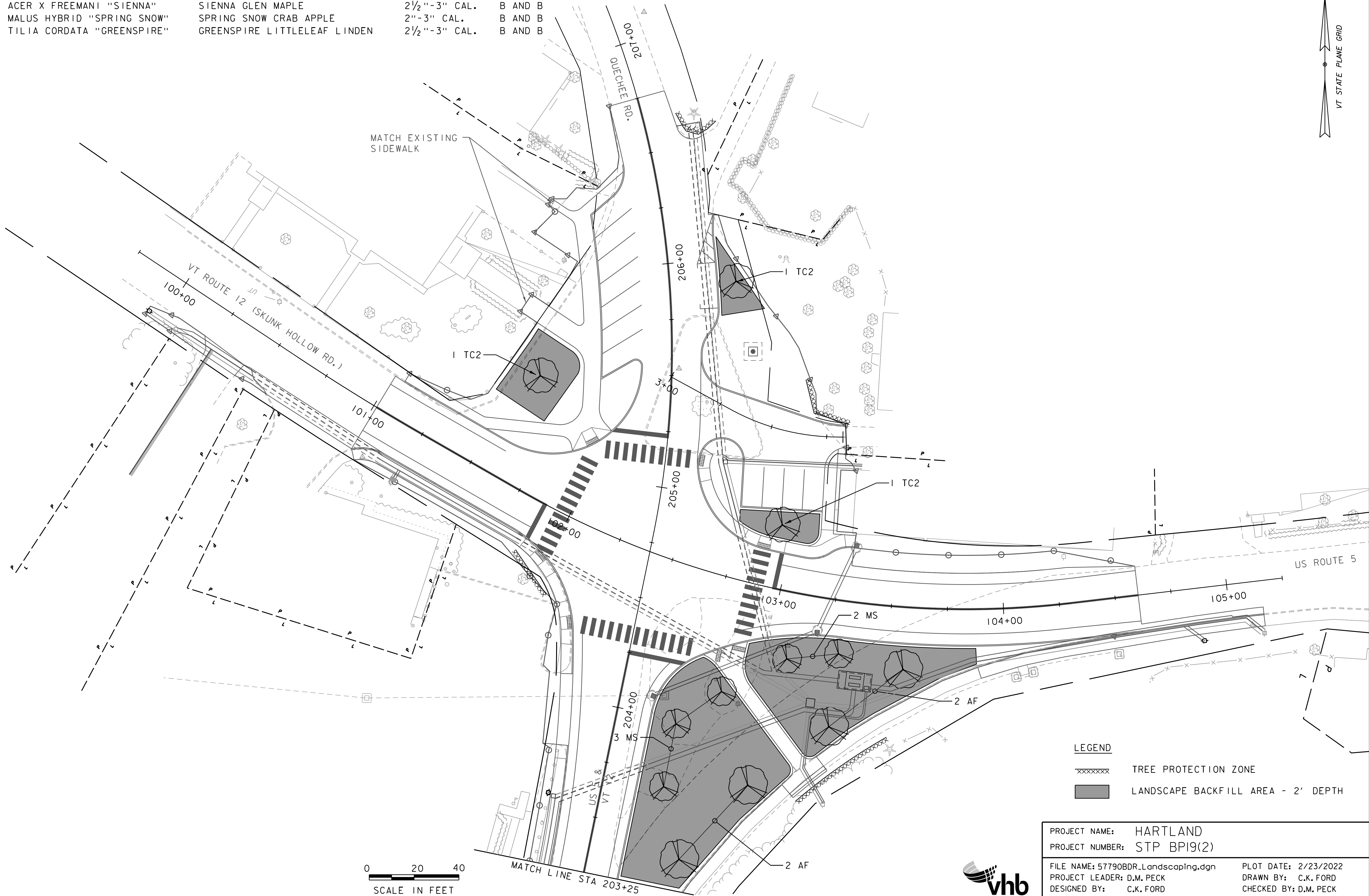
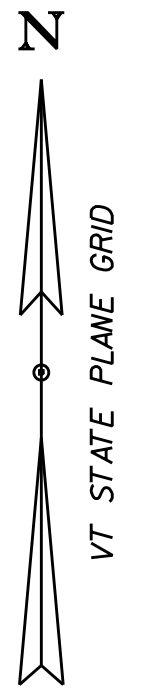
STA. 103+16.0 - 103+51.0, RT.



PROJECT NAME:	HARTLAND	FILE NAME:	57790BDR.ALI.dgn	PLOT DATE:	2/23/2022
PROJECT NUMBER:	STP BPI9(2)	PROJECT LEADER:	D.M. PECK	DRAWN BY:	C.K. FORD
		DESIGNED BY:	C.K. FORD	CHECKED BY:	D.M. PECK
		ROADWAY LAYOUT (2 OF 2)		SHEET	21 OF 56

PLANT SCHEDULE - DECIDUOUS TREES

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
AF	4	ACER X FREEMANI "SIENNA"	SIENNA GLEN MAPLE	2½"-3" CAL.	B AND B
MS	5	MALUS HYBRID "SPRING SNOW"	SPRING SNOW CRAB APPLE	2"-3" CAL.	B AND B
TC2	3	TILIA CORDATA "GREENSPIRE"	GREENSPIRE LITTLELEAF LINDEN	2½"-3" CAL.	B AND B

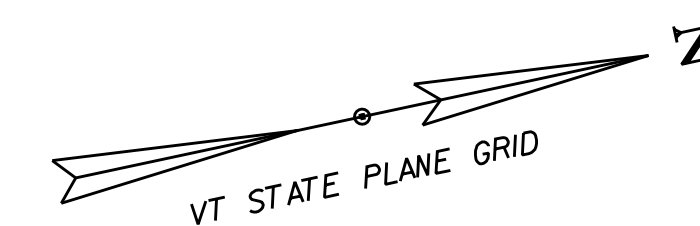


**LEGEND**

xxxxxxx	TREE PROTECTION ZONE
[Shaded Area]	LANDSCAPE BACKFILL AREA - 2' DEPTH

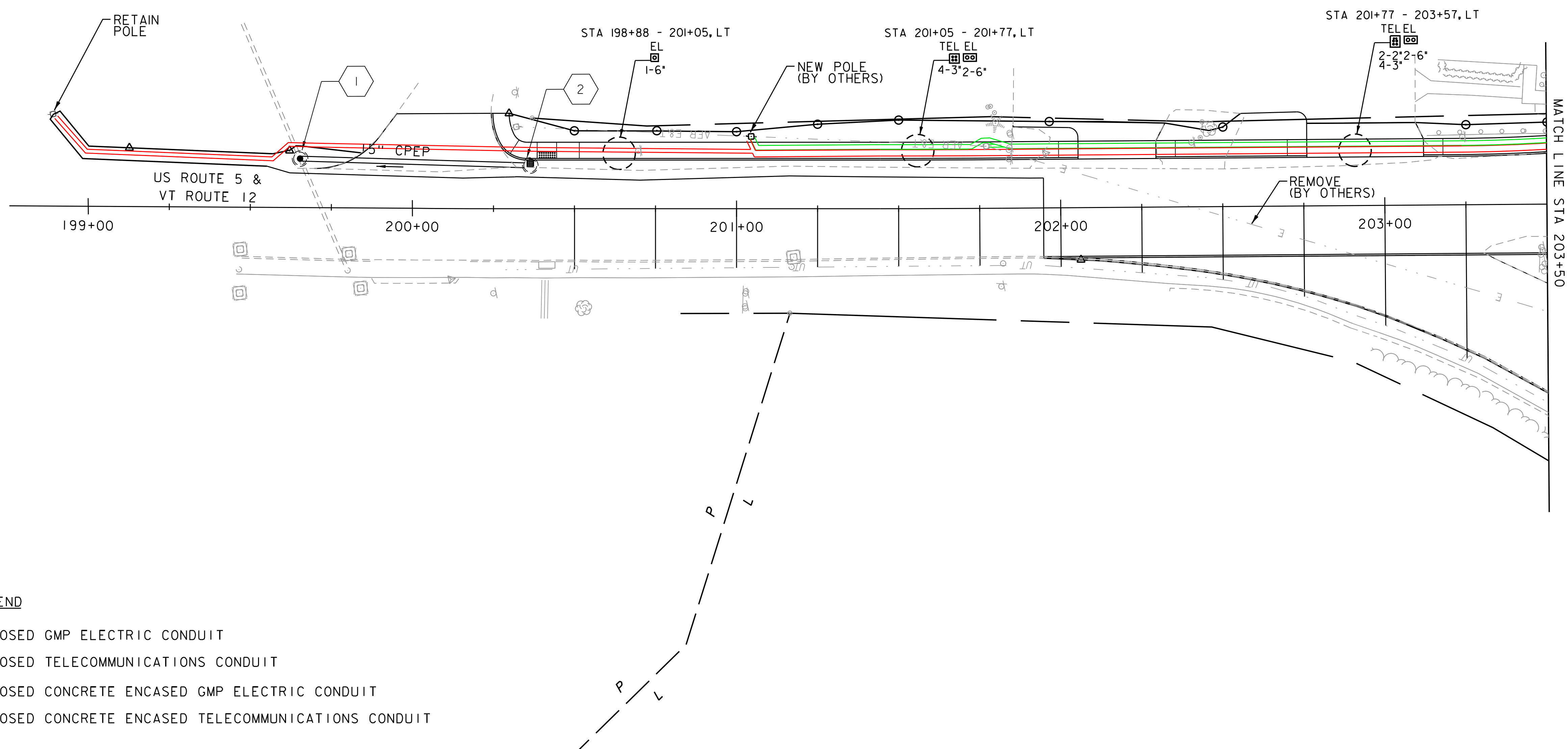
PROJECT NAME:	HARTLAND	FILE NAME:	57790BDR.Landscaping.dgn	PLOT DATE:	2/23/2022
PROJECT NUMBER:	STP BPI9(2)	PROJECT LEADER:	D.M. PECK	DRAWN BY:	C.K. FORD
		DESIGNED BY:	C.K. FORD	CHECKED BY:	D.M. PECK
		LANDSCAPING LAYOUT PLAN		SHEET	22 OF 56





**DRAINAGE NOTES**

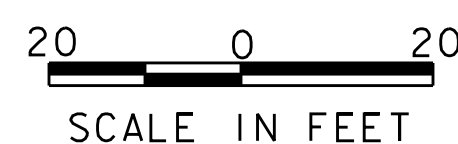
- 1 STA. 199+65.0, 15.0' LT.  
 CONST. DMH OVER EXIST 12" CMP  
 15" INV. IN (2) = 575.25  
 12" INV. IN (EXIST.) = 573.2  
 12" INV. OUT (EXIST.) = 572.9  
 TOP OF COVER = 581.8
- 2 STA. 200+36.4, 14.0' LT. - STA. 199+65.0, 15.0' LT.  
 CONST. 68 LF X 15" CPEP(SL)  
 CONST. RCDI-TYPE D GRATE, +36.4, 14.0' LT.  
 15" INV. OUT (I) = 578.00  
 TOP OF GRATE = 582.84



**UTILITY LEGEND**

- PROPOSED GMP ELECTRIC CONDUIT
- PROPOSED TELECOMMUNICATIONS CONDUIT
- - - PROPOSED CONCRETE ENCASED GMP ELECTRIC CONDUIT
- - - PROPOSED CONCRETE ENCASED TELECOMMUNICATIONS CONDUIT

EL = ELECTRIC  
 TEL = TELECOMMUNICATIONS



PROJECT NAME: HARTLAND  
 PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790BDR.UT.dgn  
 PROJECT LEADER: D.M. PECK  
 DESIGNED BY: C.K. FORD  
 DRAINAGE AND UTILITY LAYOUT (1 OF 2)

PLOT DATE: 2/15/2022  
 DRAWN BY: C.K. FORD  
 CHECKED BY: D.M. PECK  
 SHEET 23 OF 56

SPECIAL PROVISION (TELECOM PEDESTAL)

STA. 101+24, RT  
STA. 103+21, RT

PULL BOX, STANDARD

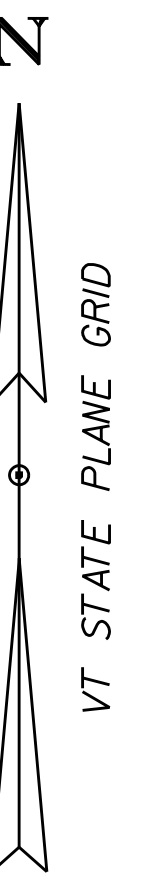
STA. 203+55, 20.1' LT  
STA. 205+14, 25.9' RT

SPECIAL PROVISION (K30.5 TRANSFORMER VAULT)

STA. 103+37, RT

DRAINAGE NOTES

- 3 STA. 204+08.2, 14.5' RT.  
CONST. RCDI-TYPE D GRATE OVER EXIST. PIPE  
15" INV. IN (4) = 580.35  
15" INV. OUT (EXIST.) = 580.3  
TOP OF GRATE = 583.90  
REMOVE EXIST. DI, 204+09, 19' RT. (SUBSIDIARY)
- 4 STA. 103+19.2, 15.6' RT. - STA. 204+08.2, 14.5' RT.  
CONST. 76 LF X 15" CPEP(SL)  
CONST. RCDI-TYPE D GRATE, +19.2, 15.6' RT.  
18" INV. IN (5) = 580.65  
18" INV. OUT (3) = 580.65  
TOP OF GRATE = 585.40
- 5 STA. 103+31.2, 25.0' LT. - STA. 103+19.2, 15.6' RT.  
CONST. 38 LF X 18" CPEP(SL)  
CONST. RCDI-TYPE D GRATE, +31.2, 25.0' LT.  
18" INV. OUT (4) = 580.84  
TOP OF GRATE = 585.40



RETAIN POLE. USE AS ELECT. RISER POLE. MOVE PROTECTION EQUIPMENT (BY OTHERS)

NEW POLE WITH COMMUNICATION RISERS (BY OTHERS)

SECONDARY SERVICE (BY OTHERS)

STA 99+90 - 101+24, RT  
EL TEL  
1-3" 2-2"  
1-6" 6-4"

REMOVE POLE AND ANCHOR. INSTALL PEDESTAL BOX. CONNECT BANK UNDERGROUND POWER AND COMMUNICATION (BY OTHERS)

STA 203+57, LT  
TEL PULL BOX  
EXIT POINT FOR INNERDUCT AT POLE

REPLACE POLE AND RETAIN OVERHEAD SERVICE TO POST OFFICE. NEW 3" SECONDARY RISER (BY OTHERS)

REPLACE POLE. INSTALL NEW TRANSFORMER (BY OTHERS)

STA 205+14, RT  
TEL PULL BOX  
EXIT POINT FOR UNDERGROUND SERVICE

STA 205+14 - 205+19, RT  
EL TEL  
1-3" 2-2"  
UPGRADE METERS AND CONVERT TO UNDERGROUND SERVICE (BY OTHERS)

REMOVE (BY OTHERS)

STA 103+00 - 205+14, RT  
EL TEL  
1-6" 4-3"

STA 101+24 - 103+00, RT  
EL TEL  
1-6" 6-4"  
REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

REMOVE (BY OTHERS)

UTILITY LEGEND

- PROPOSED GMP ELECTRIC CONDUIT
- PROPOSED TELECOMMUNICATIONS CONDUIT
- PROPOSED CONCRETE ENCASED GMP ELECTRIC CONDUIT
- PROPOSED CONCRETE ENCASED TELECOMMUNICATIONS CONDUIT

EL = ELECTRIC  
TEL = TELECOMMUNICATIONS

20 0 20  
SCALE IN FEET



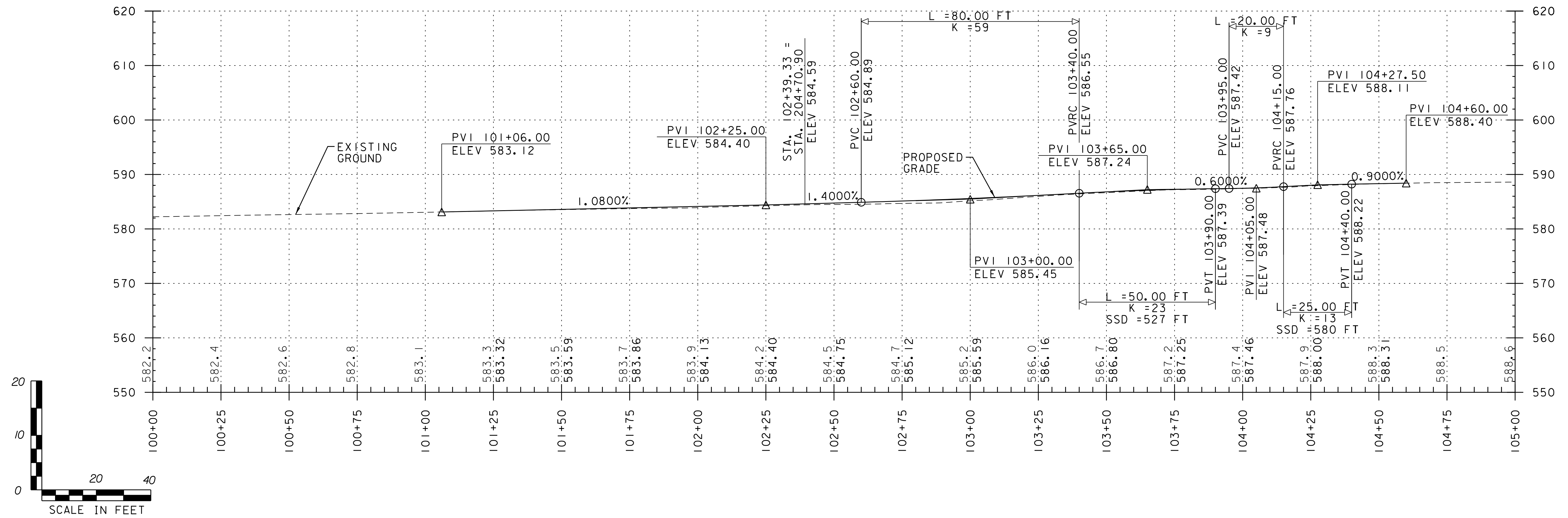
PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790BDR.UT.dgn  
PROJECT LEADER: D.M. PECK  
DESIGNED BY: C.K. FORD  
DRAINAGE AND UTILITY LAYOUT (2 OF 2)

PLOT DATE: 2/15/2022  
DRAWN BY: C.K. FORD  
CHECKED BY: D.M. PECK  
SHEET 24 OF 56



# VT 12 (SKUNK HOLLOW ROAD) - US 5

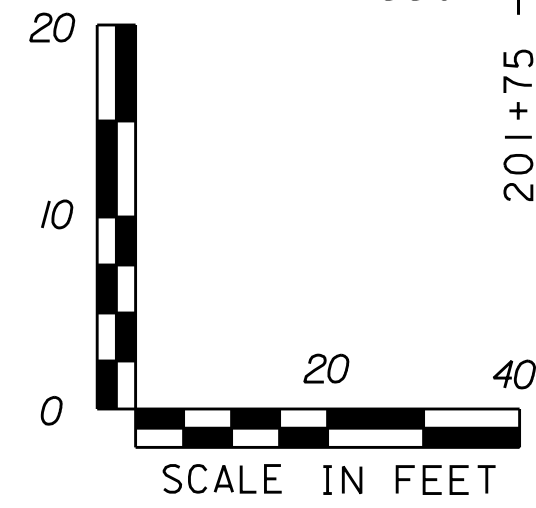
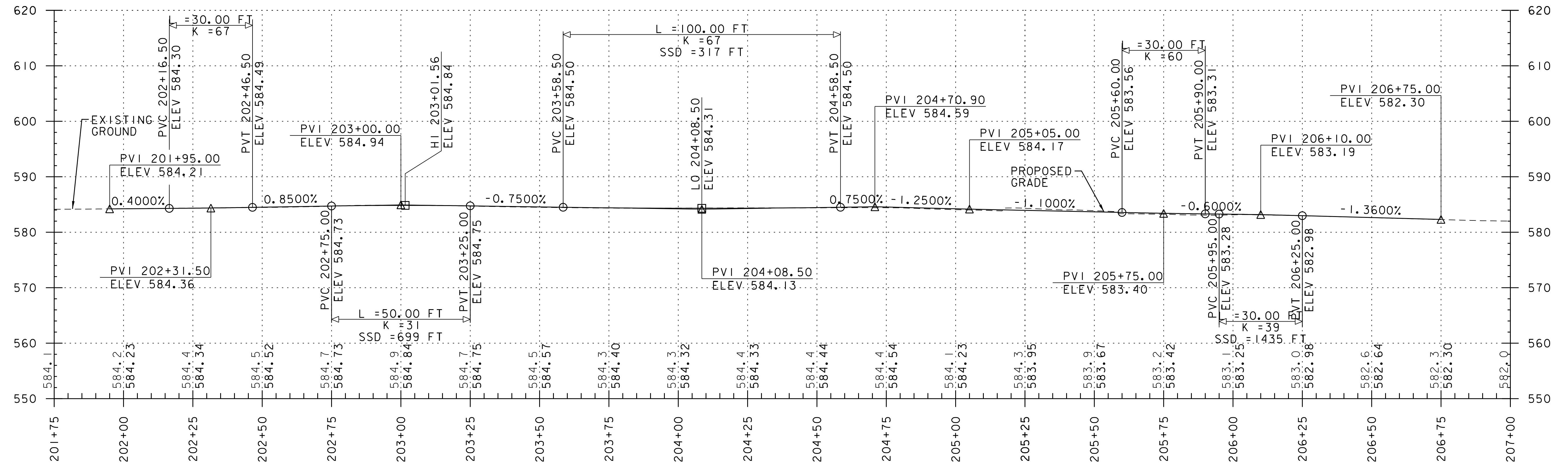


EXISTING ELEVATIONS TO NEAREST TENTH  
 PROPOSED ELEVATIONS TO NEAREST HUNDREDTH

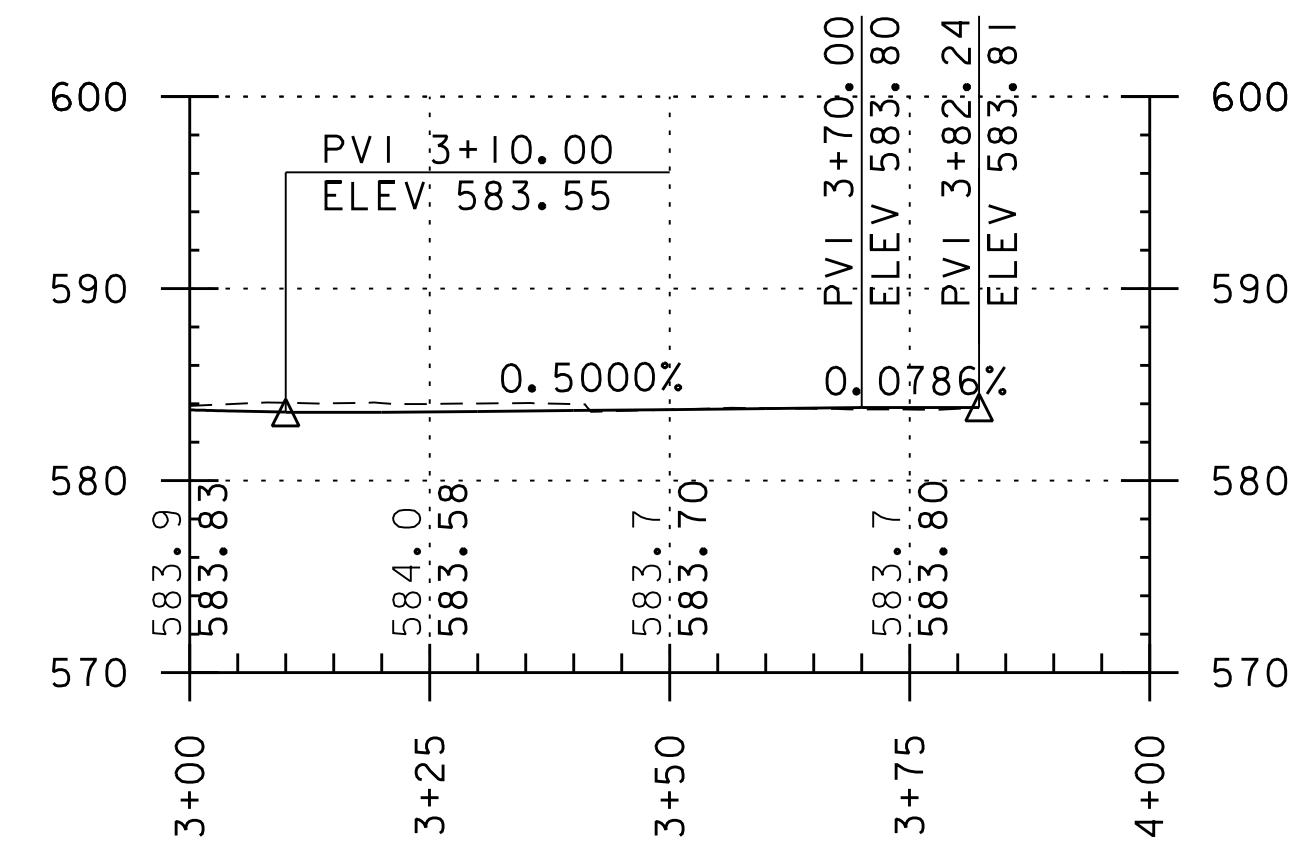


PROJECT NAME:	HARTLAND	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	DRAWN BY:	O.M. DARISSE
FILE NAME:	57790pro.dgn	DESIGNED BY:	O.M. DARISSE
PROJECT LEADER:	J.D. SALADINO	CHECKED BY:	D.M. PECK
PROFILE SHEET 1 OF 2		SHEET	25 OF 56

# US ROUTE 5 - QUECHEE RD



## PARKING LOT



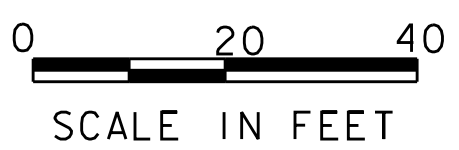
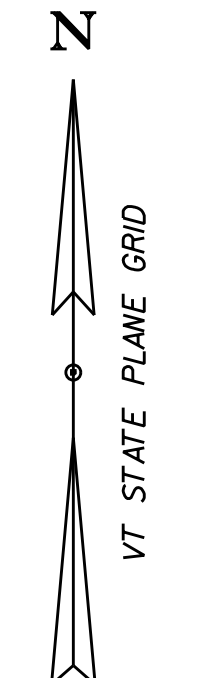
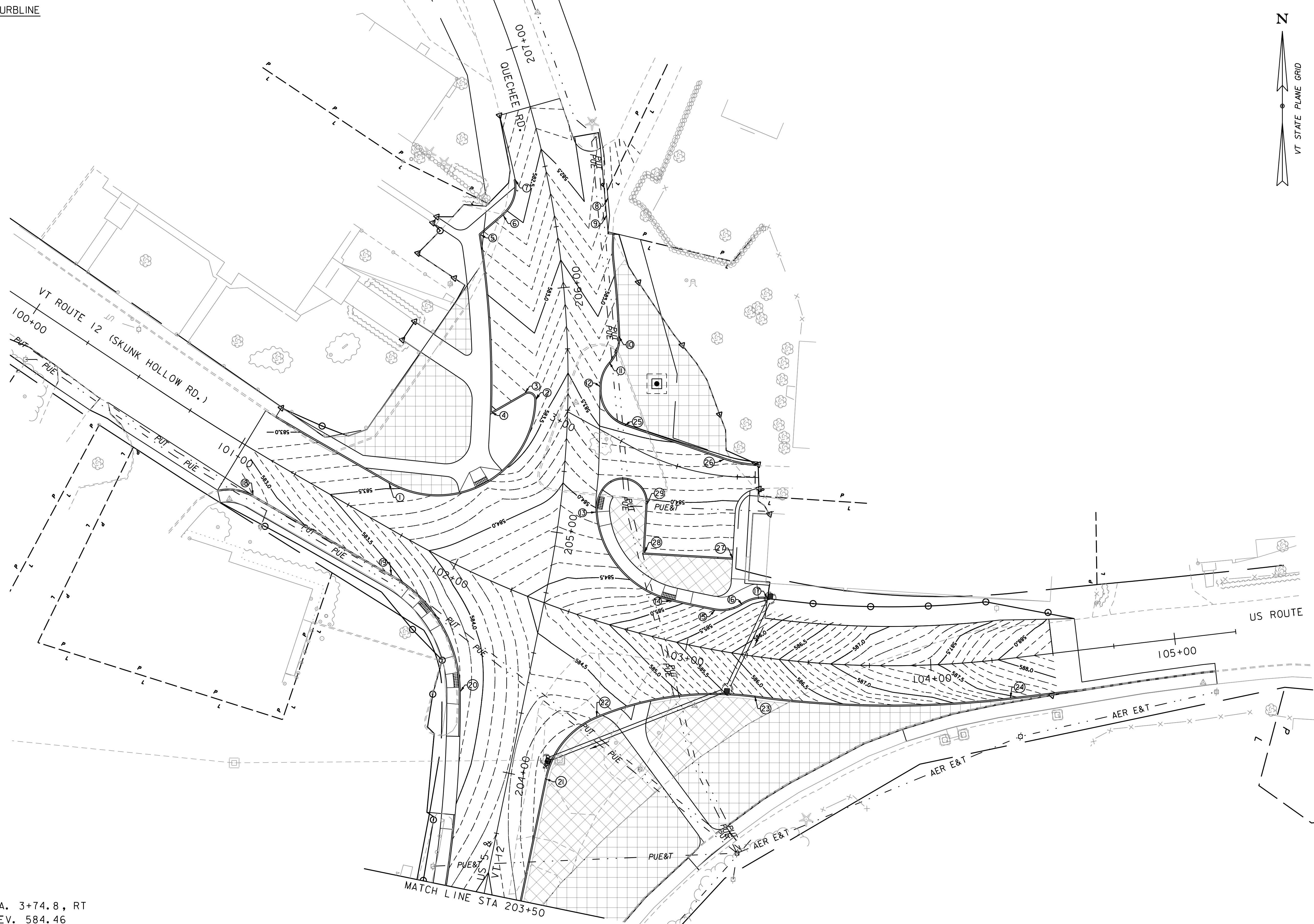
EXISTING ELEVATIONS TO NEAREST TENTH  
 PROPOSED ELEVATIONS TO NEAREST HUNDREDTH



PROJECT NAME: HARTLAND		PLOT DATE: 2/15/2022	
PROJECT NUMBER: STP BPI9(2)		DRAWN BY: O.M. DARISSE	
FILE NAME: 57790pro.dgn	DESIGNED BY: O.M. DARISSE	CHECKED BY: D.M. PECK	SHEET 26 OF 56
PROFILE SHEET 2 OF 2			

SPOT ELEVATIONS OF PAVEMENT ALONG CURBLINE

- ① STA. 101+60.0, LT  
ELEV. 583.46
- ② STA. 205+54.1, LT  
ELEV. 583.36
- ③ STA. 205+56.8, LT  
ELEV. 583.31
- ④ STA. 205+48.2, LT  
ELEV. 583.52
- ⑤ STA. 206+26.7, LT  
ELEV. 582.72
- ⑥ STA. 206+33.39, LT  
ELEV. 582.55
- ⑦ STA. 206+47.2, LT  
ELEV. 582.35
- ⑧ STA. 206+33.0, RT  
ELEV. 582.71
- ⑨ STA. 206+26.4, RT  
ELEV. 582.72
- ⑩ STA. 205+79.3, RT  
ELEV. 583.25
- ⑪ STA. 205+69.2, RT  
ELEV. 583.30
- ⑫ STA. 205+59.7, RT  
ELEV. 583.33
- ⑬ STA. 205+10.2, RT  
ELEV. 584.03
- ⑭ STA. 102+89.7, LT  
ELEV. 584.56
- ⑮ STA. 103+08.6, LT  
ELEV. 585.31
- ⑯ STA. 103+19.7, LT  
ELEV. 585.45
- ⑰ STA. 103+30.1, LT  
ELEV. 585.49
- ⑱ STA. 101+14.7, RT  
ELEV. 582.82
- ⑲ STA. 101+79.3, RT  
ELEV. 583.44
- ⑳ STA. 204+28.6, LT  
ELEV. 583.87
- ㉑ STA. 204+00.8, RT  
ELEV. 584.05
- ㉒ STA. 204+29.8, RT  
ELEV. 584.27
- ㉓ STA. 103+30.2, RT  
ELEV. 585.81
- ㉔ STA. 104+30.6, RT  
ELEV. 587.47
- ㉕ STA. 3+23.2, LT  
ELEV. 583.45
- ㉖ STA. 3+68.6, LT  
ELEV. 583.66
- ㉗ STA. 3+74.8, RT  
ELEV. 584.46
- ㉘ STA. 3+48.4, RT  
ELEV. 584.45
- ㉙ STA. 3+44.0, RT  
ELEV. 584.04



PROJECT NAME:	HARTLAND	FILE NAME:	57790BDR_INT-GRADING.dgn	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	PROJECT LEADER:	D.M. PECK	DRAWN BY:	C.K. FORD
		DESIGNED BY:	C.K. FORD	CHECKED BY:	D.M. PECK
		INTERSECTION GRADING		SHEET	27 OF 56

**DURABLE 4" SINGLE WHITE LINE**  
 STA. 200+46 - 203+50, LT.  
 STA. 200+46 - 203+50, RT.

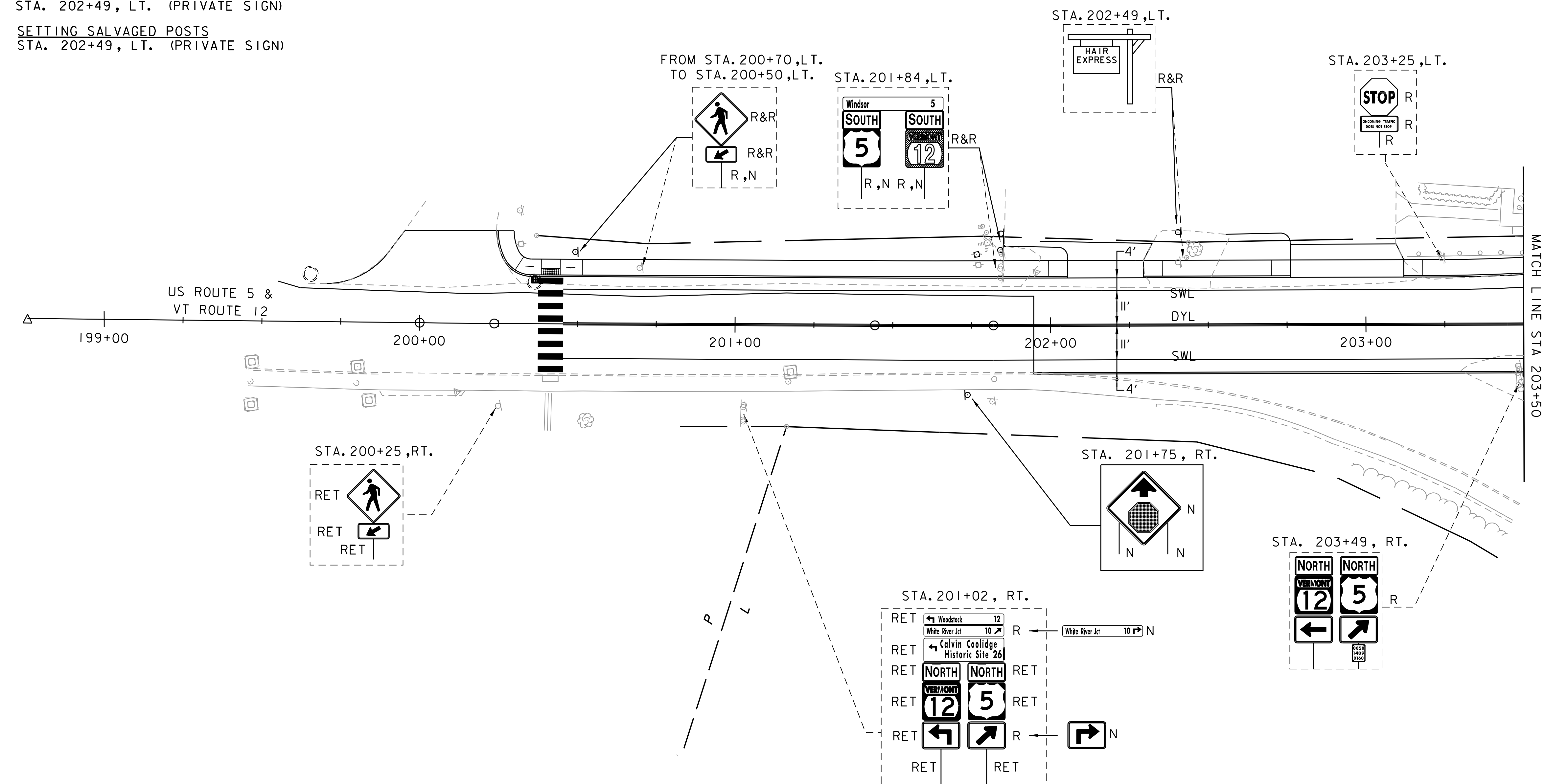
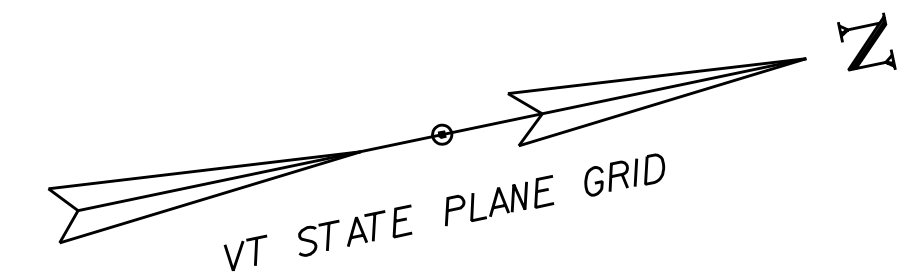
**DURABLE 4" DOUBLE YELLOW LINE**  
 STA. 200+46 - 203+50, CL

**DURABLE CROSSWALK MARKING**  
 STA. 200+42, LT.-RT.

**REMOVING SIGNS**  
 STA. 200+70, LT. (2 SIGNS)  
 STA. 201+02, RT. (2 SIGNS)  
 STA. 201+84, LT. (5 SIGNS)  
 STA. 202+49, LT. (PRIVATE SIGN)  
 STA. 203+25, LT. (2 SIGNS)  
 STA. 203+49, RT. (7 SIGNS)

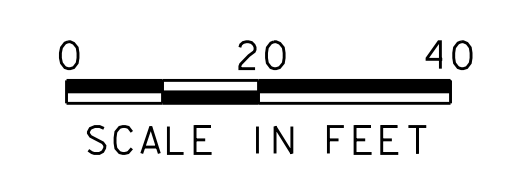
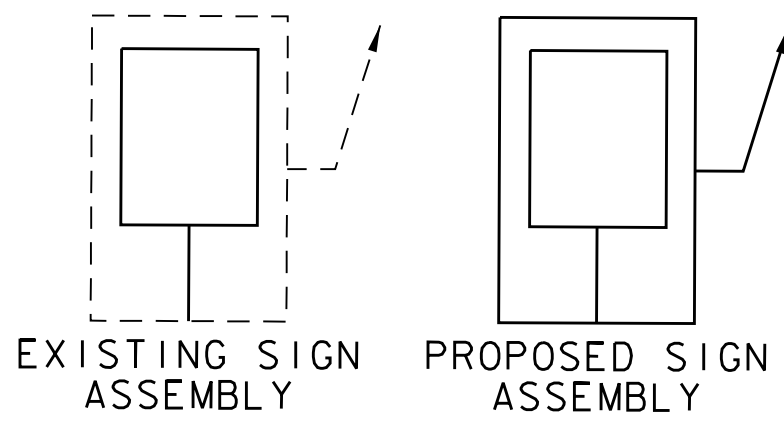
**ERECTING SALVAGED SIGNS**  
 STA. 200+50, LT. (2 SIGNS)  
 STA. 201+84, LT. (5 SIGNS)  
 STA. 202+49, LT. (PRIVATE SIGN)

**SETTING SALVAGED POSTS**  
 STA. 202+49, LT. (PRIVATE SIGN)



**STRIPING LEGEND**  
 SYL = SINGLE YELLOW LINE  
 DYL = DOUBLE YELLOW LINE

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



PROJECT NAME:	HARTLAND	FILE NAME:	57790BDR.SPM.dgn	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	PROJECT LEADER:	D.M. PECK	DRAWN BY:	C.K. FORD
		DESIGNED BY:	C.K. FORD	CHECKED BY:	D.M. PECK
		SIGNING AND STRIPING LAYOUT (1 OF 2)		SHEET	28 OF 56

**DURABLE 4" SINGLE WHITE LINE**  
 STA. 101+01 - 101+87, RT.  
 STA. 101+01 - 101+61, LT.  
 STA. 102+97 - 104+60, LT.  
 STA. 102+92 - 104+60, RT.  
 STA. 203+50 - 204+25, RT.  
 STA. 205+48 - 206+47, LT. (PARKING)  
 STA. 205+60 - 206+33, RT. (PARKING)  
 STA. 3+27 - 3+50, RT. (PARKING)

**DURABLE 4" DOUBLE YELLOW LINE**  
 STA. 101+01 - 101+89, CL  
 STA. 102+97 - 104+60, CL  
 STA. 203+50 - 204+25, CL  
 STA. 205+22 - 207+25, CL

**DURABLE CROSSWALK MARKING**  
 STA. 101+97, LT-RT  
 STA. 204+33, LT-RT  
 STA. 205+14, LT-RT  
 STA. 102+88, LT-RT

**DURABLE 24" STOP BAR**  
 STA. 101+88, RT.  
 STA. 102+97, LT.  
 STA. 204+25, RT.  
 STA. 205+23, LT.

**REMOVING SIGNS**  
 STA. 99+95, RT. (2)  
 STA. 101+21, RT. (2)  
 STA. 101+33, LT. (2)  
 STA. 101+35, LT. (3)  
 STA. 101+65, RT. (2)  
 STA. 102+70, RT. (12)  
 STA. 102+97, RT.  
 STA. 103+00, RT. (12)  
 STA. 106+78, LT. (4)  
 STA. 203+53, RT. (2)  
 STA. 203+78, LT. (3)  
 STA. 204+35, RT. (2)  
 STA. 204+98, RT. (2)

**ERECTING SALVAGED SIGNS**  
 STA. 99+85, RT. (2)  
 STA. 203+78, LT. (3)  
 STA. 205+25, LT. (1)

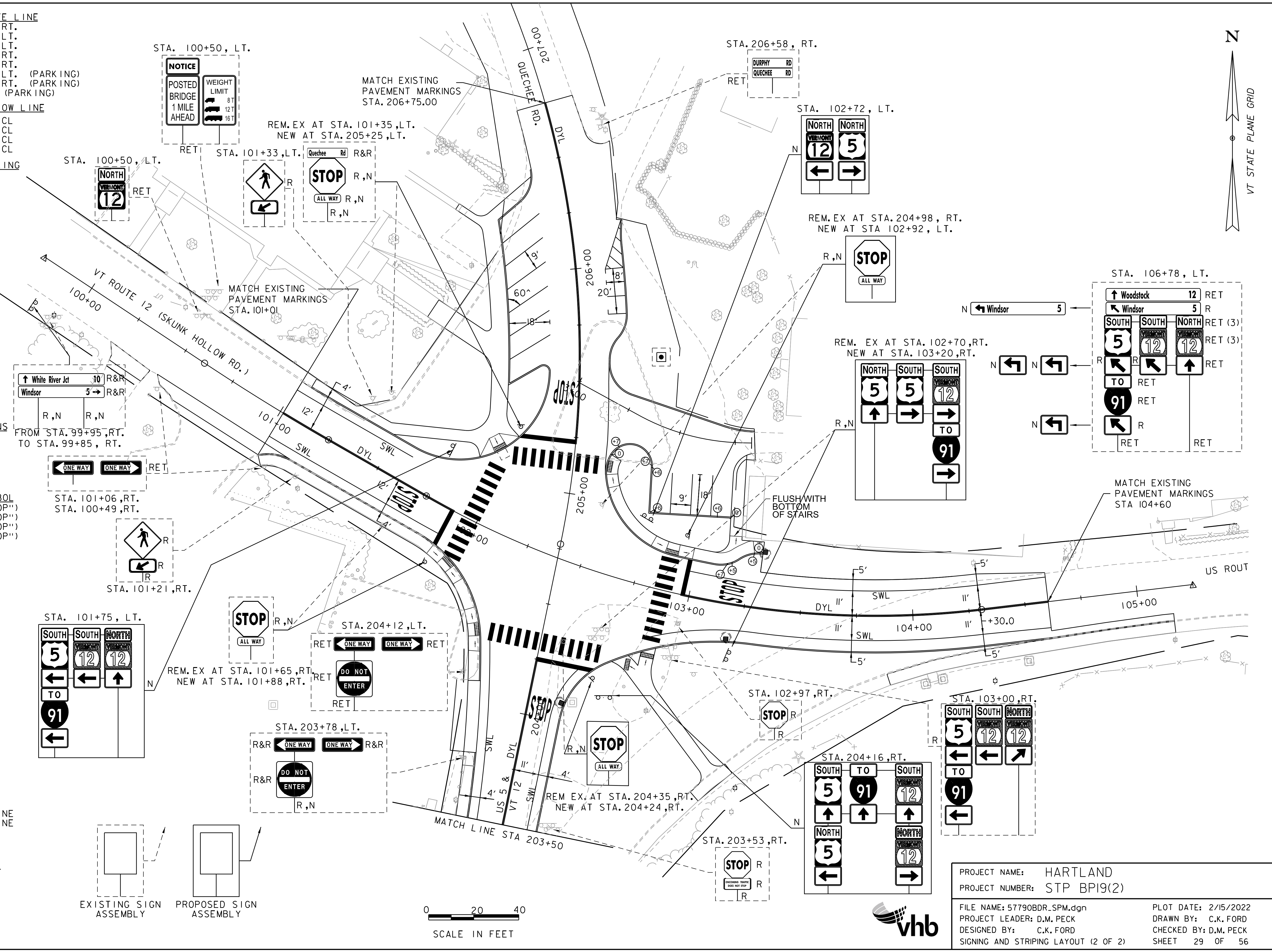
**DURABLE LETTER OR SYMBOL**  
 STA. 101+68, RT. ("STOP")  
 STA. 103+19, LT. ("STOP")  
 STA. 204+03, RT. ("STOP")  
 STA. 205+45, LT. ("STOP")

**STRIPING LEGEND**  
 SYL = SINGLE YELLOW LINE  
 DYL = DOUBLE YELLOW LINE

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

EXISTING SIGN ASSEMBLY      PROPOSED SIGN ASSEMBLY

0      20      40  
 SCALE IN FEET



PROJECT NAME: HARTLAND  
 PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790BDR.SPM.dgn      PLOT DATE: 2/15/2022  
 PROJECT LEADER: D.M. PECK      DRAWN BY: C.K. FORD  
 DESIGNED BY: C.K. FORD      CHECKED BY: D.M. PECK  
 SIGNING AND STRIPING LAYOUT (2 OF 2)      SHEET 29 OF 56

VHB 57790.00









# TRAFFIC SIGN SUMMARY SHEET 4

MILE MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST. POST NO. OF POSTS	NEW SIGN POSTS										REMARKS	SIGN DETAIL								
		E	A	WIDTH (IN)	HEIGHT (IN)	"A"	"B"		SALV SIGN	SALV TIS	FLANGED CHANNEL			SQUARE STEEL (IN)			TUBULAR ALUMINUM (IN)			WOOD POST (LF)		W-SHAPE STEEL		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER			
											LB/FT	2.0	3.0	1.75	2.0	2.5	3.0	4.0		4.0 MOD	TYPE 1	TYPE 2	24"			30"	WEIGHT	POST SIZE
201+75, RT				36	36	9.00			2					X										NEW W3-1	SHSM			
204+16, RT				24	12	2.00																			NEW M3-3 (BOW)	SHSM		
				24	24	4.00																			NEW M1-4 (BOW)	SHSM		
				21	15	2.19																			NEW M6-3 (BOW)	SHSM		
				24	12	2.00																			NEW M3-1 (BOW)	SHSM		
				24	24	4.00																			NEW M1-4 (BOW)	SHSM		
				21	15	2.19																			NEW M6-1 (BOW)	SHSM		
				24	12	2.00																			NEW M4-5 (WOB)	SHSM		
				24	24	4.00			2					X+											NEW M1-1	SHSM		
				21	15	2.19																			NEW M6-1 (WOB)	SHSM		
				24	12	2.00																			NEW M3-3 (GOW)	SHSM		
				24	24	4.00																			NEW M1-5 (VT) (GOW)	E-136B		
				21	15	2.19																			NEW M6-3 (GOW)	SHSM		
				24	12	2.00																			NEW M3-1 (GOW)	SHSM		
				24	24	4.00																			NEW M1-5 (VT) (GOW)	E-136B		
				21	15	2.19																			NEW M6-1 (GOW)	SHSM		
99+85, RT									2					X												RESET SALVAGED SIGNS ON NEW POSTS		

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE ROADWAY, TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

	SF	SF	EA.	SF		FT	FT	FT	FT	FT	FT	EA	LB	LB	LB	TYPE 1	TYPE 2	EA.	EA.	LB	
<b>TOTALS TSS SHEET 4</b>	49.95		2							45	40										
<b>TOTALS TSS SHEET 3</b>	61.71																				
<b>TOTALS TSS SHEET 2</b>	60.76		4																		
<b>TOTALS TSS SHEET 1</b>	8.19		7																		
<b>TOTALS TSS</b>	180.61		13																		

BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE  
 BOY = BLACK LEGEND ON YELLOW BACKGROUND - PLAQUE  
 GOW = GREEN LEGEND ON WHITE BACKGROUND - PLAQUE  
 WOB = WHITE LEGEND ON BLUE BACKGROUND - PLAQUE  
 WOG = WHITE LEGEND ON GREEN BACKGROUND  
 FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND  
 SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)

PROJECT NAME: HARTLAND  
 PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790.TSS.dgn  
 PROJECT LEADER: D.M. PECK  
 DESIGNED BY: C.K. FORD  
 TRAFFIC SIGN SUMMARY SHEET 4 OF 4

PLOT DATE: 2/15/2022  
 DRAWN BY: C.K. FORD  
 CHECKED BY: D.M. PECK  
 SHEET 33 OF 56

X = POST LENGTH AVERAGES 15 FEET  
 X+ = POST LENGTH WITH '+' AVERAGES 20 FEET



## TRAFFIC CONTROL NOTES

### GENERAL

1. THE CONTRACTOR SHALL SUBMIT A DETAILED SITE SPECIFIC TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER. THE CONTRACTOR SHALL ALLOW AT LEAST TWO (2) WEEKS FOR REVIEW AND APPROVAL. ALL CHANGES TO THE TRAFFIC CONTROL PLAN MUST BE APPROVED BY THE TOWN OF HARTLAND, VTRANS MAINTENANCE DISTRICT, AND THE ENGINEER. MODIFICATIONS TO THE APPROVED TRAFFIC CONTROL PLAN FOR VEHICLES OR PEDESTRIANS SHALL BE SUBMITTED TO THE ENGINEER AT LEAST TWO WEEKS PRIOR TO THE IMPLEMENTATION OF THE CHANGE. CONTRACTOR SHALL NOT START CONSTRUCTION UNTIL APPROVAL OF TRAFFIC CONTROL PLANS HAS BEEN RECEIVED FROM THE AGENCY.
2. THE CONTRACTOR'S TRAFFIC CONTROL PLAN SHALL BE DEVELOPED IN ACCORDANCE WITH THE 2018 EDITION OF VTRANS STANDARD SPECIFICATIONS SECTION 641 - TRAFFIC CONTROL AND IN CONFORMANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WITH LATEST REVISIONS. THE PLAN SHALL ACCOMMODATE VEHICLE TRAFFIC, BICYCLE TRAFFIC, PEDESTRIAN TRAFFIC, AND EMERGENCY SERVICES. THE TRAFFIC CONTROL PLAN SHALL INCLUDE ALL TEMPORARY SIGNS, PAVEMENT MARKINGS, CHANNELIZING DEVICES, PORTABLE MESSAGE BOARDS, ARROW PANELS, AND OTHER DEVICES REQUIRED TO PROVIDE COMPLETE MANAGEMENT OF TRAFFIC. ANY SIGNS NOT INCLUDED IN THE FHWA STANDARD HIGHWAY SIGNS BOOK SHALL INCLUDE SIGN FACE DIMENSIONS AND LAYOUT.
3. ALL CONSTRUCTION SHALL BE PERFORMED WHILE MAINTAINING AT LEAST ONE LANE OF TRAFFIC WITHIN THE WORK ZONE IN ACCORDANCE WITH MUTCD CHAPTER 6. RECOMMENDED TRAFFIC CONTROL SCHEMES ARE THOSE FOUND IN MUTCD TYPICAL APPLICATIONS TA-6, TA-10, AND TA-11.
4. DURING THE STAGED CONSTRUCTION, TRAFFIC CONTROL PLANS SHALL BE ESTABLISHED TO MAINTAIN THE CONTINUITY OF VEHICLE, BICYCLE, AND PEDESTRIAN TRAFFIC THROUGH THE CORRIDOR. SIGNS SHALL BE ADJUSTED AT THE COMPLETION OF EACH CONSTRUCTION PHASE AS SHOWN ON THE TRAFFIC CONTROL PLANS AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL MAINTAIN TEMPORARY SIGNING, AND OTHER SUPPORTING TRAFFIC CONTROLS THROUGHOUT CONSTRUCTION. INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING TRAFFIC CONTROLS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.11 TRAFFIC CONTROL, ALL-INCLUSIVE.
5. TRAFFIC SHALL NOT BE CHANGED FROM ONE PHASE TO THE NEXT UNTIL ALL TEMPORARY SIGNING REQUIRED FOR THE SUBSEQUENT PHASE IS COMPLETED. ANY CONFLICTING PAVEMENT MARKINGS SHALL BE MASKED IN CONFORMANCE WITH SUB-SECTION 646.12 OF THE VTRANS STANDARD SPECIFICATIONS FOR CONSTRUCTION FOR THE REMOVAL OF EXISTING PAVEMENT MARKINGS. THE MARKINGS SHALL BE MASKED OR REMOVED BY GRINDING. EXISTING PAVEMENT MARKINGS THAT ARE TO REMAIN FOR LATER USE SHALL BE MASKED WITH PAVEMENT MARKING MASK. PAVEMENT MARKING MASK AND/OR REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.11 TRAFFIC CONTROL, ALL-INCLUSIVE.
6. EACH SEGMENT OF ROADWAY CONSTRUCTED SHALL ALLOW FOR ALL UTILITY INSTALLATION AND DRAINAGE INSTALLATION. EACH SEGMENT SHALL PROVIDE INTERIM PLACEMENT OF DRAINAGE GRATES AS NEEDED. TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED ON ALL RECONSTRUCTED ROADWAY SEGMENTS PRIOR TO OPENING THAT SEGMENT TO TRAFFIC. AT THE COMPLETION OF ALL CONSTRUCTION PHASES, THE CONTRACTOR SHALL APPLY THE TOP COURSE PAVEMENT AND APPLY THE FINAL PAVEMENT MARKINGS.
7. REFLECTORIZED DRUMS SHALL BE USED TO DELINEATE THE WORK ZONE FROM THE TRAVELED WAY FOR VERTICAL DROP OFFS OF NOT MORE THAN THREE INCHES.
8. EXISTING SIGNS SHALL REMAIN UNTIL THEY ARE NO LONGER REQUIRED. EXISTING SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROLS SHALL BE REMOVED OR COMPLETELY COVERED WITH SOLID BLACK COVERS THAT DO NOT DAMAGE THE RETRO-REFLECTIVITY OF THE SIGN FACE. TEMPORARY SIGNS SHALL BE INSTALLED AS SHOWN IN THE PLANS AND THE CONTRACTOR'S APPROVED TRAFFIC CONTROL PLANS. NEW SIGNING SHALL BE INSTALLED AS IT BECOMES APPLICABLE. ALL PROPOSED SIGNING SHALL BE INSTALLED AND ALL SIGNS TO BE REMOVED SHALL BE REMOVED PRIOR TO THE APPLICATION OF THE FINAL PAVEMENT MARKINGS.
9. SPECIAL CARE MUST BE TAKEN TO PROVIDE ACCESS THROUGH THE WORK ZONES FOR EMERGENCY VEHICLES. THE CONTRACTOR SHALL COORDINATE WITH BOTH POLICE AND FIRE DEPARTMENTS TO DETERMINE THEIR MINIMUM ACCESS REQUIREMENTS BEFORE PROCEEDING TO THE NEXT PHASE OF CONSTRUCTION. CONTRACTOR SHALL ENSURE THAT ACCESS IS AVAILABLE TO ALL PROPERTIES AT ALL TIMES FOR EMERGENCY VEHICLES OR COORDINATE EMERGENCY ROUTES PRIOR TO THE START OF CONSTRUCTION.
10. PER THE VTRANS BICYCLE CORRIDOR PRIORITY MAP, US ROUTE 5 IN HARTLAND IS CONSIDERED A HIGH-USER PRIORITY ROUTE. ACCOMMODATIONS SHALL BE PROVIDED TO ENSURE THAT OBSTACLES, EQUIPMENT, CONSTRUCTION MATERIALS, TRAFFIC CONTROL DEVICES, ETC. DO NOT ENCRONCH INTO BICYCLE PATHS OF TRAVEL. IT IS IMPORTANT THAT BICYCLE ROUTES ARE FREE OF RUTS, SAND, AND MUD TO PREVENT CRASHES.
11. FLAGGER STATIONS WILL BE REQUIRED TO BE A MINIMUM OF 100 FT IN ADVANCE OF THE STOP SIGNS. OTHERWISE A FLAGGER SHALL BE USED TO DIRECT TRAFFIC AT THE INTERSECTION. IT SHOULD BE NOTED THAT FLAGGERS CANNOT OVERRIDE A STOP SIGN, AND THAT ONCE A MOTORIST PASSES THE FLAGGER STATION THEY MUST ALSO STOP AT THE STOP SIGN BY LAW.

### COORDINATION WITH ADJACENT TOWN PROJECTS

1. THE CONTRACTOR SHALL BE AWARE THAT THERE MAY BE OTHER STATE, TOWN AND PRIVATE CONSTRUCTION PROJECTS PLANNED TO BE UNDER CONSTRUCTION EITHER ADJACENT TO OR IN THE VICINITY OF THIS PROJECT. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION SEQUENCING AND TRAFFIC CONTROL MEASURES WITH THE TOWN AND THE RESIDENT ENGINEER TO MINIMIZE CONFLICTS BETWEEN PROJECTS. RESTRICTIONS TO LANE, STREET OR SIDEWALK CLOSURES MAY BE REQUIRED BETWEEN PROJECTS TO EFFICIENTLY MOVE VEHICLE AND PEDESTRIAN TRAFFIC THRU THE CONSTRUCTION AREA.
2. COORDINATION WILL BE REQUIRED WITH SUMNER MANSION HOTEL AS IT WILL GENERATE ADDITIONAL TRAFFIC DURING LARGER FUNCTIONS WHICH OCCUR THROUGHOUT THE YEAR.

## PEDESTRIAN TRAFFIC CONTROL

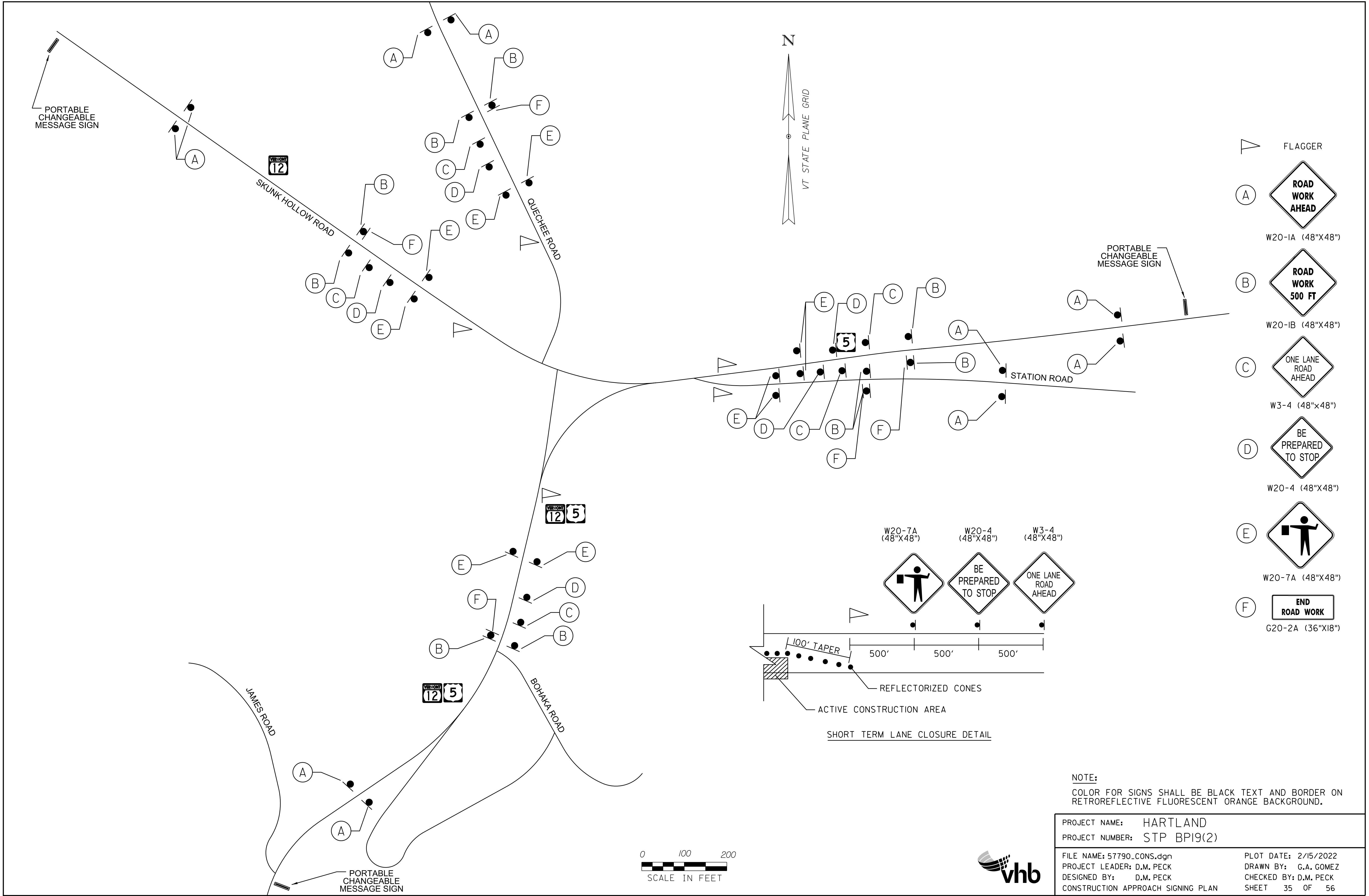
1. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) FOR REVIEW AND WRITTEN APPROVAL BY THE ENGINEER A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPARs AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC.
2. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), PART 6.
3. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES, COMMERCIAL PROPERTIES AND TRANSIT STOPS. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
4. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE SHOULD BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.
5. WHEN TEMPORARY CROSSWALKS ARE UTILIZED FOR THE TPAR, TEMPORARY DETECTABLE WARNINGS SHALL BE PLACED AT EACH END OF THE TEMPORARY CROSSWALKS. THE TEMPORARY CROSSWALK SHALL BE DELINEATED WITH TEMPORARY PAVEMENT MARKINGS OR TAPE. THE MARKINGS SHALL BE PARALLEL 12-INCH-WIDE WHITE LINES PLACED 7 FEET ON CENTER APART. IT SHOULD BE NOTED THAT CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF MIDBLOCK CROSSWALKS. TEMPORARY CROSSWALK SIGNS SHALL BE PROVIDED FOR THE CROSSWALK.
6. IF THERE IS WORK OCCURRING OVER AN OPEN SIDEWALK, PROTECTIVE OVERHEAD COVERING MUST BE PROVIDED AS NECESSARY TO ENSURE PROTECTION FROM FALLING OBJECTS AND DRIPPING FROM OVERHEAD STRUCTURES. COVERED WALKWAYS SHOULD BE STURDILY CONSTRUCTED AND ADEQUATELY LIGHTED FOR NIGHTTIME USE.
7. INDIVIDUAL CHANNELIZING DEVICES, TAPE, OR ROPE USED TO CONNECT INDIVIDUAL DEVICES AND OTHER DISCONTINUOUS BARRIERS AND DEVICES, AND PAVEMENT MARKINGS ARE NOT DETECTABLE BY PERSONS WITH VISUAL DISABILITIES. THESE MEASURES DO NOT PROVIDE ACCEPTABLE PATH GUIDANCE ON TEMPORARY OR RE-ALIGNED SIDEWALKS OR OTHER PEDESTRIAN FACILITIES. PEDESTRIAN CHANNELIZING DEVICES SHALL INCLUDE A CONTINUOUSLY DETECTABLE BOTTOM AND TOP EDGE THROUGHOUT THE LENGTH OF THE FACILITY SUCH THAT IT CAN BE FOLLOWED BY PEDESTRIANS USING LONG CANES FOR GUIDANCE.
8. CHANNELIZING DEVICES ON BOTH SIDES OF THE TPAR SHALL INCLUDE A CONTINUOUS SOLID TOP AND BOTTOM RAILS. THE TOP EDGE OF THE TOP RAIL SHALL BE BETWEEN 32 INCHES AND 38 INCHES ABOVE THE GROUND LEVEL. THE BOTTOM RAIL SHALL BE AT LEAST 6 INCHES WIDE, WITH THE BOTTOM EDGE OF THE BOTTOM RAIL SURFACE NO HIGHER THAN 2 INCHES ABOVE THE GROUND.
9. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
10. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
11. PROVISION OF THE TPAR AND ALL ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY CURB RAMPS, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES IS TO BE PAID FOR INCIDENTAL TO TRAFFIC CONTROL, ALL INCLUSIVE (ITEM 641.11).

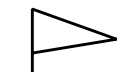

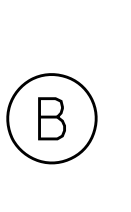
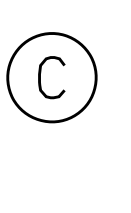
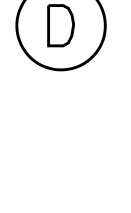


PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

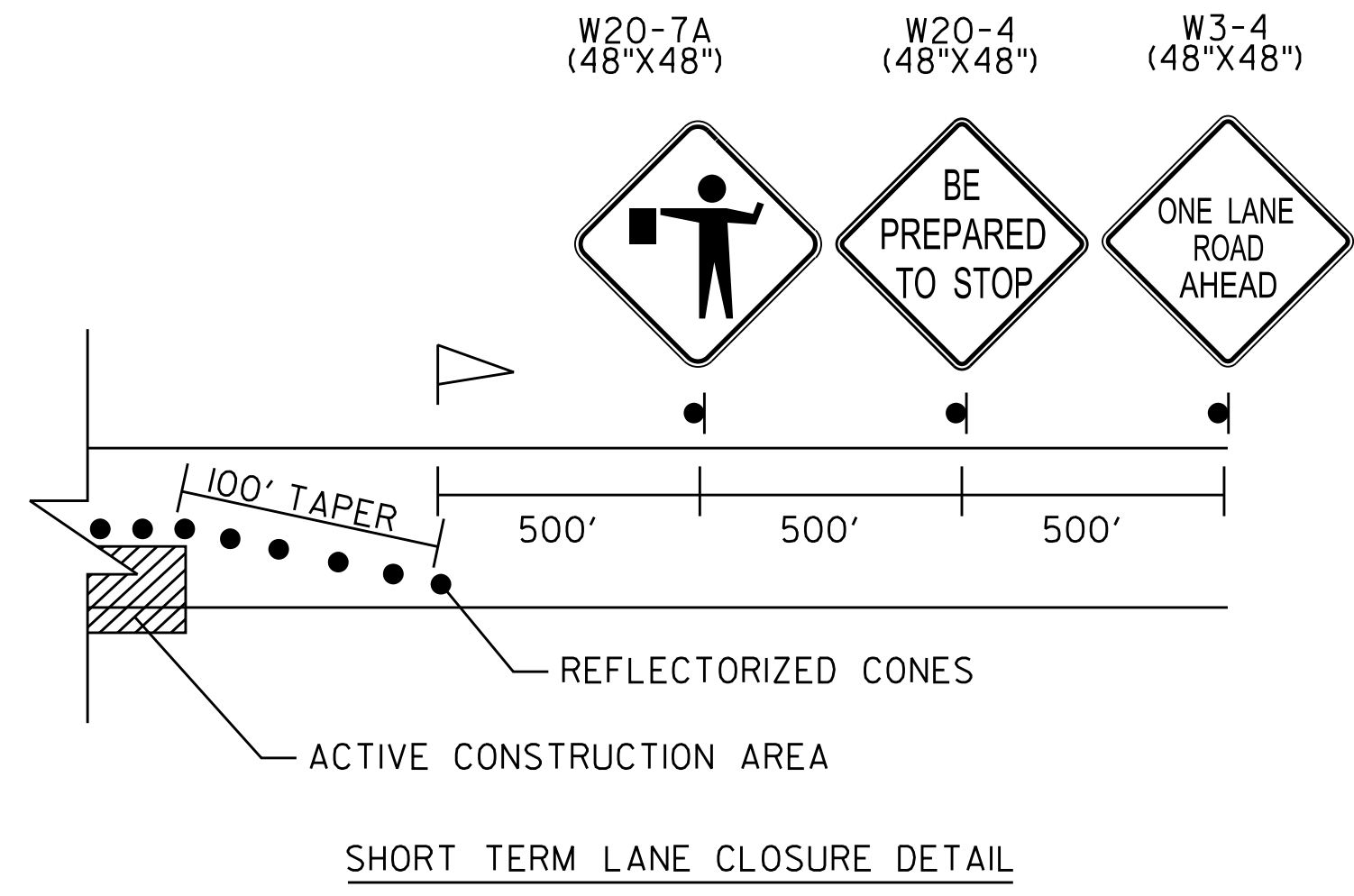
FILE NAME: 57790.TC.Notes.dgn  
PROJECT LEADER: D.M. PECK  
DESIGNED BY: D.M. PECK  
TRAFFIC CONTROL NOTES

PLOT DATE: 2/15/2022  
DRAWN BY: B.M. ROBERTS  
CHECKED BY: D.M. PECK  
SHEET 34 OF 56





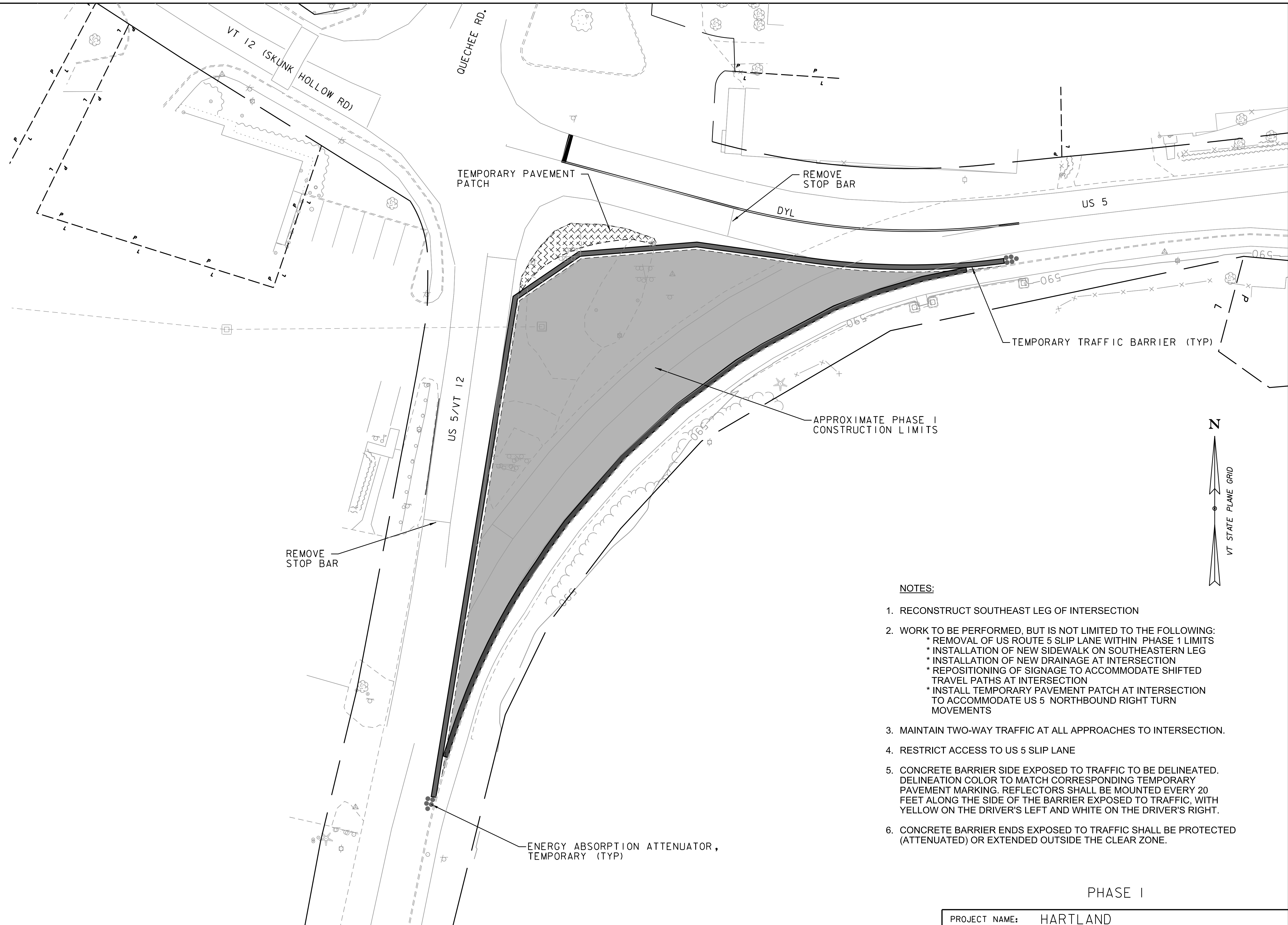
-  FLAGGER
- 
  
 ROAD WORK AHEAD
   
 W20-1A (48"x48")
- 
  
 ROAD WORK 500 FT
   
 W20-1B (48"x48")
- 
  
 ONE LANE ROAD AHEAD
   
 W3-4 (48"x48")
- 
  
 BE PREPARED TO STOP
   
 W20-4 (48"x48")
- 
  
 W20-7A (48"x48")
- 
  
 END ROAD WORK
   
 G20-2A (36"x18")



NOTE:  
 COLOR FOR SIGNS SHALL BE BLACK TEXT AND BORDER ON RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.

PROJECT NAME: HARTLAND	
PROJECT NUMBER: STP BPI9(2)	
FILE NAME: 57790_CONS.dgn	PLOT DATE: 2/15/2022
PROJECT LEADER: D.M. PECK	DRAWN BY: G.A. GOMEZ
DESIGNED BY: D.M. PECK	CHECKED BY: D.M. PECK
CONSTRUCTION APPROACH SIGNING PLAN	SHEET 35 OF 56





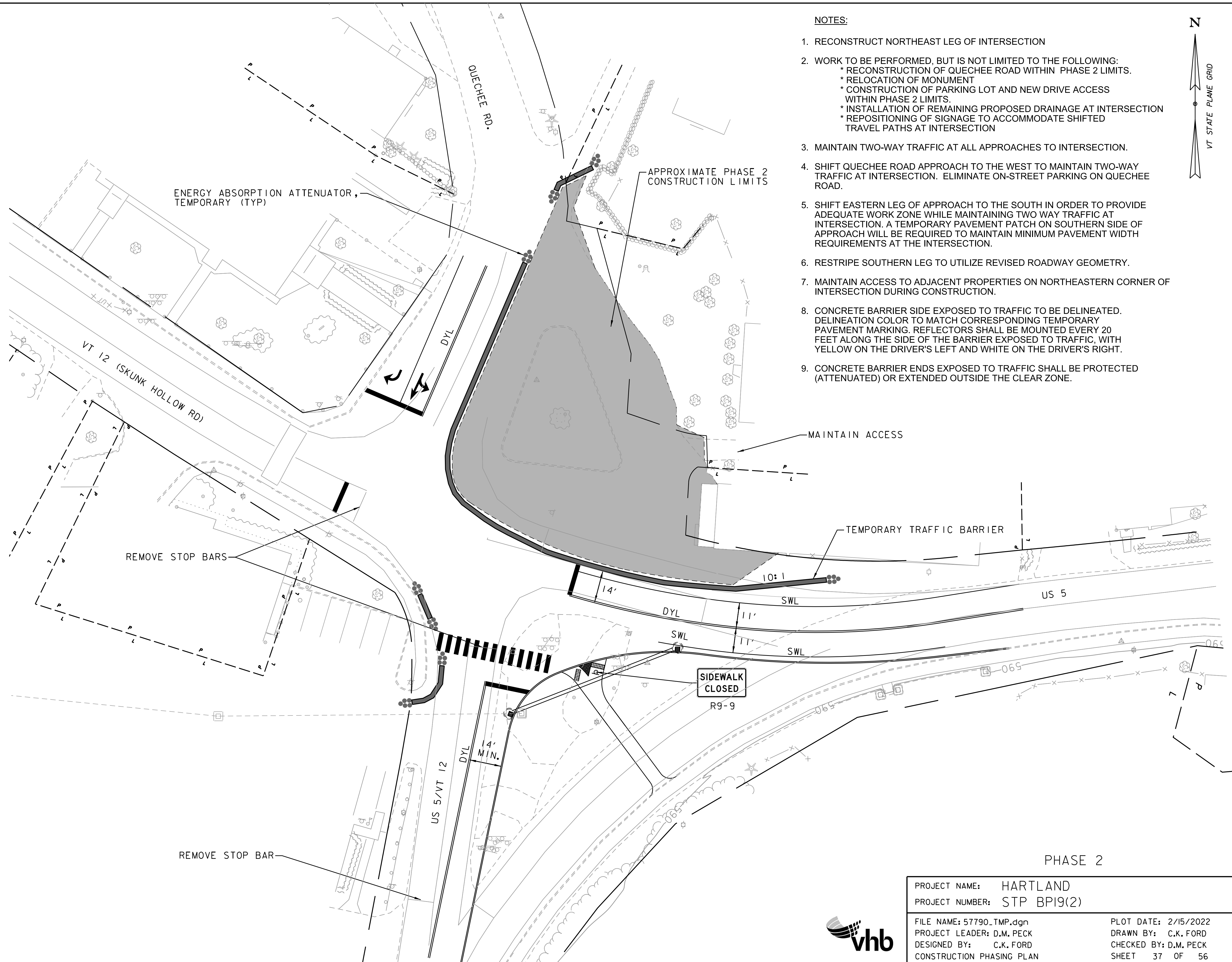
**NOTES:**

1. RECONSTRUCT SOUTHEAST LEG OF INTERSECTION
2. WORK TO BE PERFORMED, BUT IS NOT LIMITED TO THE FOLLOWING:
  - * REMOVAL OF US ROUTE 5 SLIP LANE WITHIN PHASE 1 LIMITS
  - * INSTALLATION OF NEW SIDEWALK ON SOUTHEASTERN LEG
  - * INSTALLATION OF NEW DRAINAGE AT INTERSECTION
  - * REPOSITIONING OF SIGNAGE TO ACCOMMODATE SHIFTED TRAVEL PATHS AT INTERSECTION
  - * INSTALL TEMPORARY PAVEMENT PATCH AT INTERSECTION TO ACCOMMODATE US 5 NORTHBOUND RIGHT TURN MOVEMENTS
3. MAINTAIN TWO-WAY TRAFFIC AT ALL APPROACHES TO INTERSECTION.
4. RESTRICT ACCESS TO US 5 SLIP LANE
5. CONCRETE BARRIER SIDE EXPOSED TO TRAFFIC TO BE DELINEATED. DELINEATION COLOR TO MATCH CORRESPONDING TEMPORARY PAVEMENT MARKING. REFLECTORS SHALL BE MOUNTED EVERY 20 FEET ALONG THE SIDE OF THE BARRIER EXPOSED TO TRAFFIC, WITH YELLOW ON THE DRIVER'S LEFT AND WHITE ON THE DRIVER'S RIGHT.
6. CONCRETE BARRIER ENDS EXPOSED TO TRAFFIC SHALL BE PROTECTED (ATTENUATED) OR EXTENDED OUTSIDE THE CLEAR ZONE.

**PHASE I**

PROJECT NAME:	HARTLAND	FILE NAME:	57790_TMP.dgn	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	PROJECT LEADER:	D.M. PECK	DRAWN BY:	C.K. FORD
		DESIGNED BY:	C.K. FORD	CHECKED BY:	D.M. PECK
		CONSTRUCTION PHASING PLAN		SHEET	36 OF 56





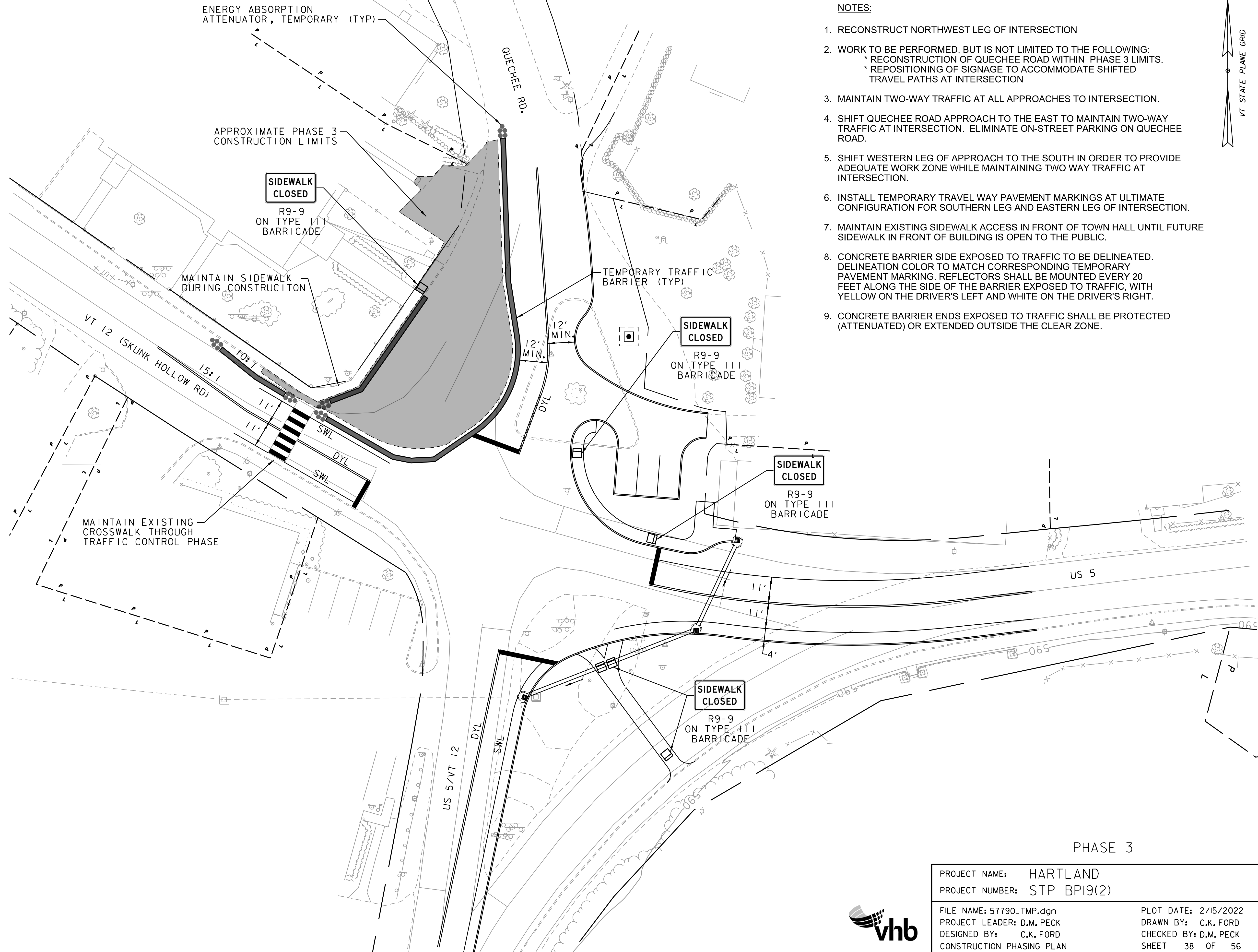
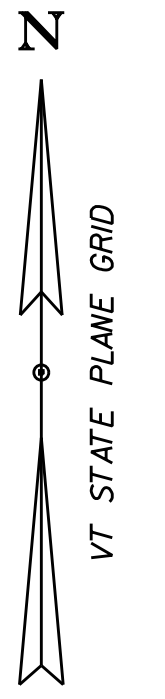
**NOTES:**

1. RECONSTRUCT NORTHEAST LEG OF INTERSECTION
2. WORK TO BE PERFORMED, BUT IS NOT LIMITED TO THE FOLLOWING:
  - * RECONSTRUCTION OF QUECHEE ROAD WITHIN PHASE 2 LIMITS.
  - * RELOCATION OF MONUMENT
  - * CONSTRUCTION OF PARKING LOT AND NEW DRIVE ACCESS WITHIN PHASE 2 LIMITS.
  - * INSTALLATION OF REMAINING PROPOSED DRAINAGE AT INTERSECTION
  - * REPOSITIONING OF SIGNAGE TO ACCOMMODATE SHIFTED TRAVEL PATHS AT INTERSECTION
3. MAINTAIN TWO-WAY TRAFFIC AT ALL APPROACHES TO INTERSECTION.
4. SHIFT QUECHEE ROAD APPROACH TO THE WEST TO MAINTAIN TWO-WAY TRAFFIC AT INTERSECTION. ELIMINATE ON-STREET PARKING ON QUECHEE ROAD.
5. SHIFT EASTERN LEG OF APPROACH TO THE SOUTH IN ORDER TO PROVIDE ADEQUATE WORK ZONE WHILE MAINTAINING TWO WAY TRAFFIC AT INTERSECTION. A TEMPORARY PAVEMENT PATCH ON SOUTHERN SIDE OF APPROACH WILL BE REQUIRED TO MAINTAIN MINIMUM PAVEMENT WIDTH REQUIREMENTS AT THE INTERSECTION.
6. RESTRIPE SOUTHERN LEG TO UTILIZE REVISED ROADWAY GEOMETRY.
7. MAINTAIN ACCESS TO ADJACENT PROPERTIES ON NORTHEASTERN CORNER OF INTERSECTION DURING CONSTRUCTION.
8. CONCRETE BARRIER SIDE EXPOSED TO TRAFFIC TO BE DELINEATED. DELINEATION COLOR TO MATCH CORRESPONDING TEMPORARY PAVEMENT MARKING. REFLECTORS SHALL BE MOUNTED EVERY 20 FEET ALONG THE SIDE OF THE BARRIER EXPOSED TO TRAFFIC, WITH YELLOW ON THE DRIVER'S LEFT AND WHITE ON THE DRIVER'S RIGHT.
9. CONCRETE BARRIER ENDS EXPOSED TO TRAFFIC SHALL BE PROTECTED (ATTENUATED) OR EXTENDED OUTSIDE THE CLEAR ZONE.

**PHASE 2**

PROJECT NAME: HARTLAND	
PROJECT NUMBER: STP BPI9(2)	
FILE NAME: 57790.TMP.dgn	PLOT DATE: 2/15/2022
PROJECT LEADER: D.M. PECK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
CONSTRUCTION PHASING PLAN	SHEET 37 OF 56





**NOTES:**

1. RECONSTRUCT NORTHWEST LEG OF INTERSECTION
2. WORK TO BE PERFORMED, BUT IS NOT LIMITED TO THE FOLLOWING:
  - * RECONSTRUCTION OF QUECHEE ROAD WITHIN PHASE 3 LIMITS.
  - * REPOSITIONING OF SIGNAGE TO ACCOMMODATE SHIFTED TRAVEL PATHS AT INTERSECTION
3. MAINTAIN TWO-WAY TRAFFIC AT ALL APPROACHES TO INTERSECTION.
4. SHIFT QUECHEE ROAD APPROACH TO THE EAST TO MAINTAIN TWO-WAY TRAFFIC AT INTERSECTION. ELIMINATE ON-STREET PARKING ON QUECHEE ROAD.
5. SHIFT WESTERN LEG OF APPROACH TO THE SOUTH IN ORDER TO PROVIDE ADEQUATE WORK ZONE WHILE MAINTAINING TWO WAY TRAFFIC AT INTERSECTION.
6. INSTALL TEMPORARY TRAVEL WAY PAVEMENT MARKINGS AT ULTIMATE CONFIGURATION FOR SOUTHERN LEG AND EASTERN LEG OF INTERSECTION.
7. MAINTAIN EXISTING SIDEWALK ACCESS IN FRONT OF TOWN HALL UNTIL FUTURE SIDEWALK IN FRONT OF BUILDING IS OPEN TO THE PUBLIC.
8. CONCRETE BARRIER SIDE EXPOSED TO TRAFFIC TO BE DELINEATED. DELINEATION COLOR TO MATCH CORRESPONDING TEMPORARY PAVEMENT MARKING. REFLECTORS SHALL BE MOUNTED EVERY 20 FEET ALONG THE SIDE OF THE BARRIER EXPOSED TO TRAFFIC, WITH YELLOW ON THE DRIVER'S LEFT AND WHITE ON THE DRIVER'S RIGHT.
9. CONCRETE BARRIER ENDS EXPOSED TO TRAFFIC SHALL BE PROTECTED (ATTENUATED) OR EXTENDED OUTSIDE THE CLEAR ZONE.

**PHASE 3**

PROJECT NAME:	HARTLAND	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	DRAWN BY:	C.K. FORD
FILE NAME:	57790.TMP.dgn	CHECKED BY:	D.M. PECK
PROJECT LEADER:	D.M. PECK	CONSTRUCTION PHASING PLAN	SHEET 38 OF 56
DESIGNED BY:	C.K. FORD		



VAOT URBAN AREA MIX					
LBS/AC					
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
42.5%	34	68	CREEPING RED FESCUE	85%	98%
10.0%	8	16	PERENNIAL RYE GRASS	90%	95%
42.5%	34	68	KENTUCKY BLUE GRASS	85%	85%
5.0%	4	8	ANNUAL RYE GRASS	85%	95%
100%	80	160			

GENERAL GUIDANCE			
FERTILIZER		LIME	
BROADCAST	HYDROSEED	BROADCAST	HYDROSEED
10-20-10	19-19-19	PELLETIZED	LIQUID
500 LBS/AC		2 TONS/AC	4.4 GAL/AC

CONSTRUCTION GUIDANCE

1. RURAL SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
2. URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN AREAS DISTURBED BY THE CONTRACTOR.
3. ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
4. FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
5. HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
6. TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
7. HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED
8. TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

ADAPTED FROM VTRANS TECHNICAL LANDSCAPE MAUAL FOR ROADWAYS AND TRANSPORTATION FACILITIES

TURF ESTABLISHMENT

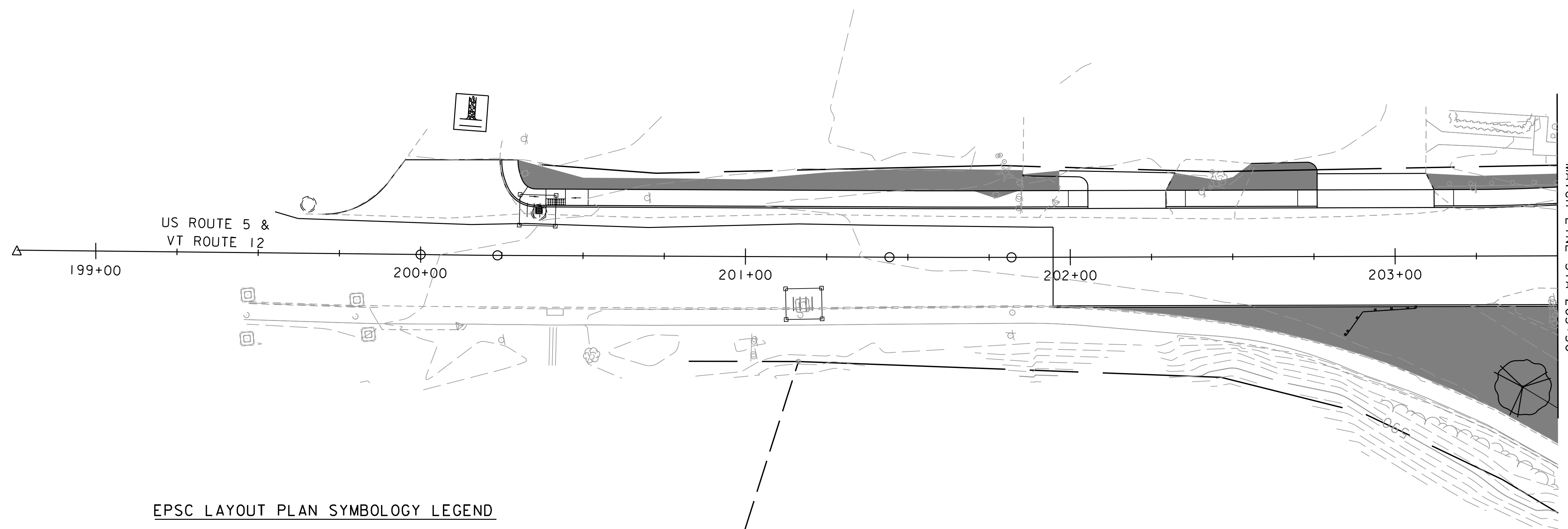
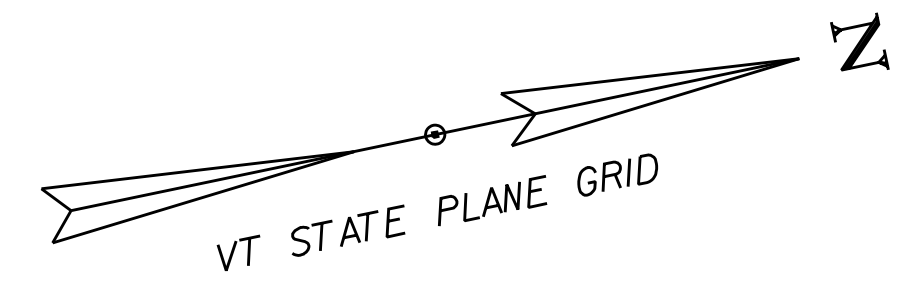
REVISIONS	
JUNE 23, 2009	WHF
JANUARY 15, 2010	WHF



PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

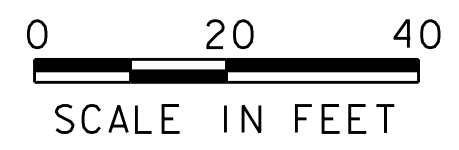
FILE NAME: 57790.EPSC.DET.dgn  
PROJECT LEADER: J.D. SALADINO  
DESIGNED BY: VTRANS

PLOT DATE: 2/15/2022  
DRAWN BY: O.M. DARISSE  
CHECKED BY: D.M. PECK  
SHEET 39 OF 56



**EPSC LAYOUT PLAN SYMBOLOGY LEGEND**

	SILT FENCE
	DISTURBED AREAS REQUIRING RE-VEGETATION
	DROP INLET PROTECTION
	STABILIZED CONSTRUCTION ENTRANCE
	TOE OF SLOPE CUT OR FILL
	TREE PROTECTION ZONE



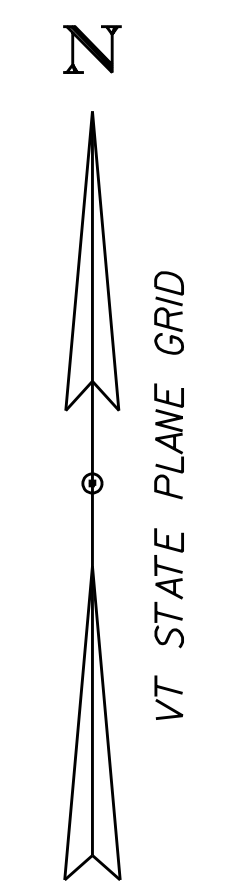
PROJECT NAME: HARTLAND  
 PROJECT NUMBER: STP BP19(2)

FILE NAME: 57790BDR.ERO.dgn  
 PROJECT LEADER: J.D. SALADINO  
 DESIGNED BY: O.M. DARISSE  
 EPSC PLAN SHEET (1 OF 2)

PLOT DATE: 2/15/2022  
 DRAWN BY: O.M. DARISSE  
 CHECKED BY: D.M. PECK  
 SHEET 40 OF 56

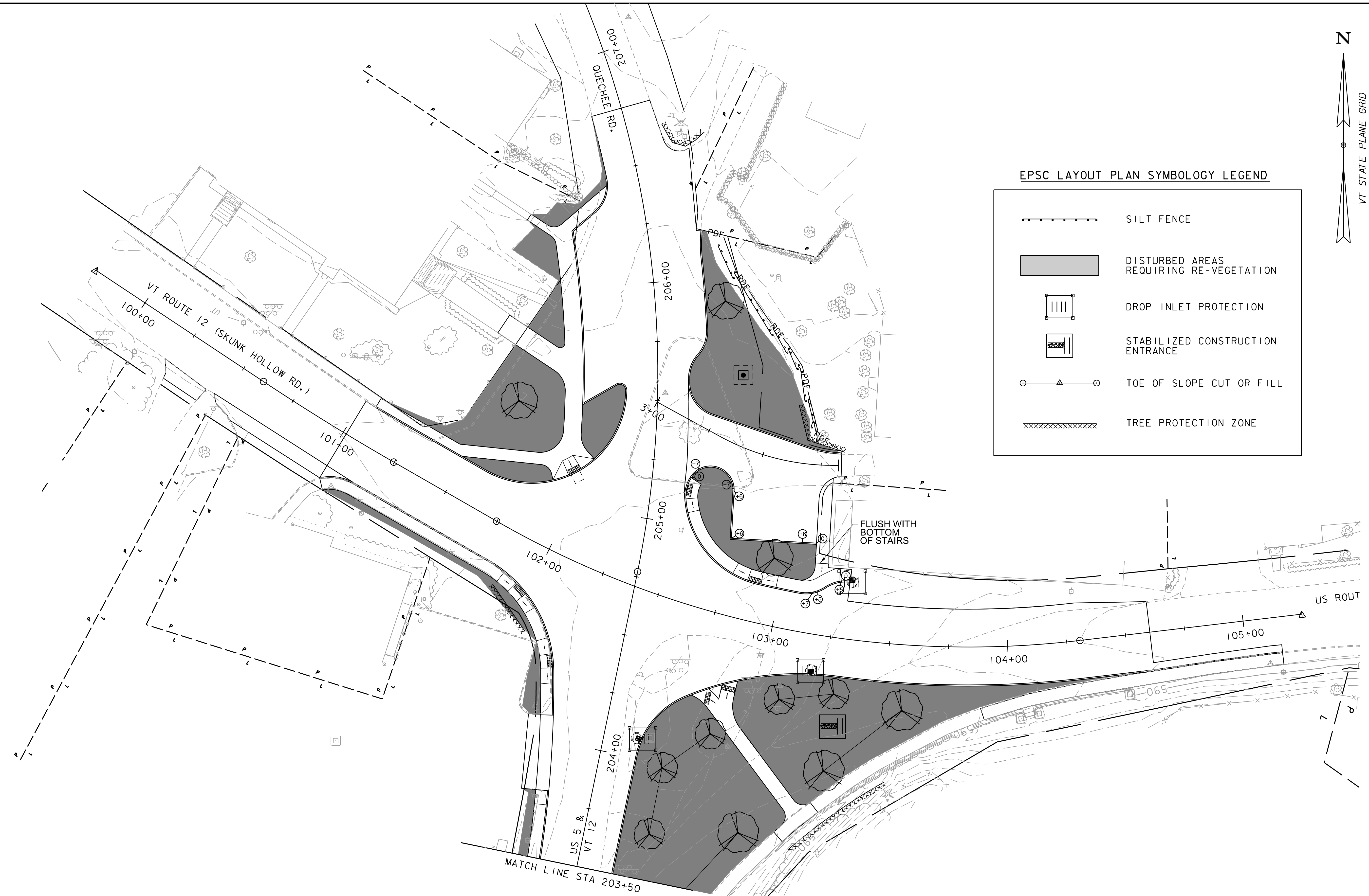




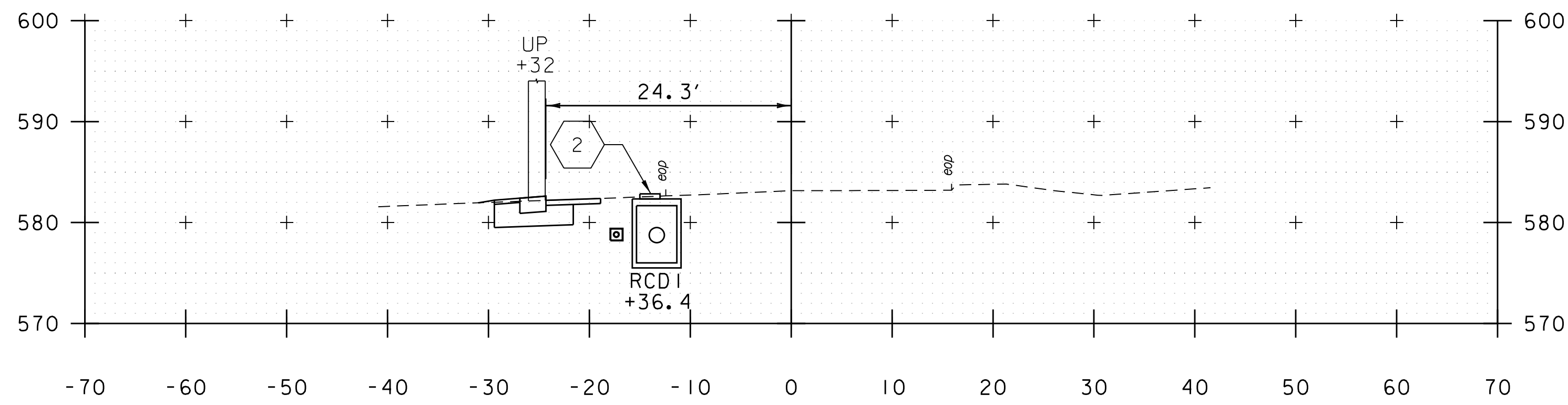


EPSC LAYOUT PLAN SYMBOLOGY LEGEND

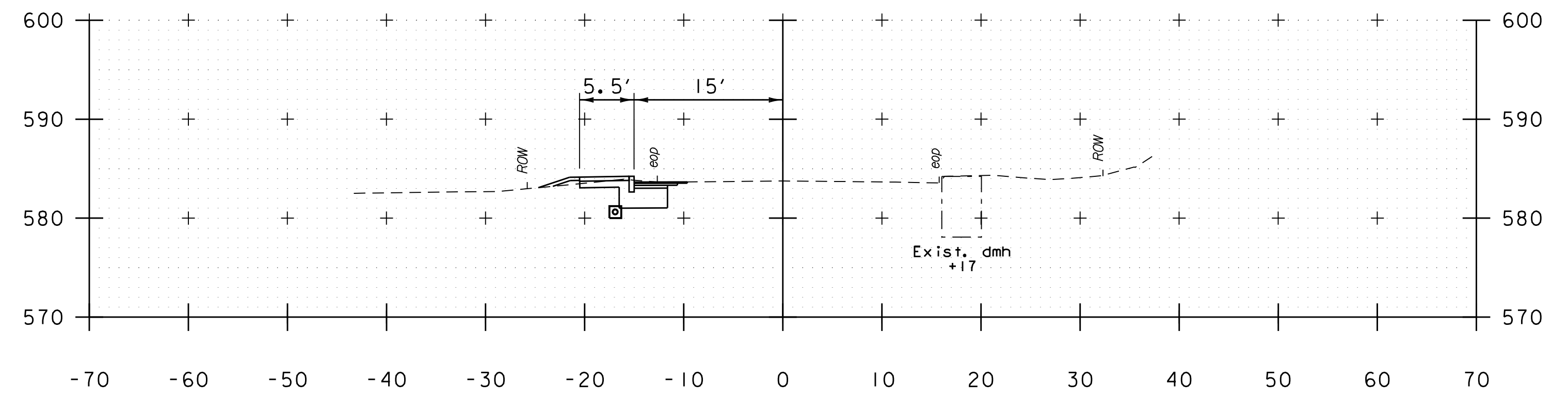
	SILT FENCE
	DISTURBED AREAS REQUIRING RE-VEGETATION
	DROP INLET PROTECTION
	STABILIZED CONSTRUCTION ENTRANCE
	TOE OF SLOPE CUT OR FILL
	TREE PROTECTION ZONE



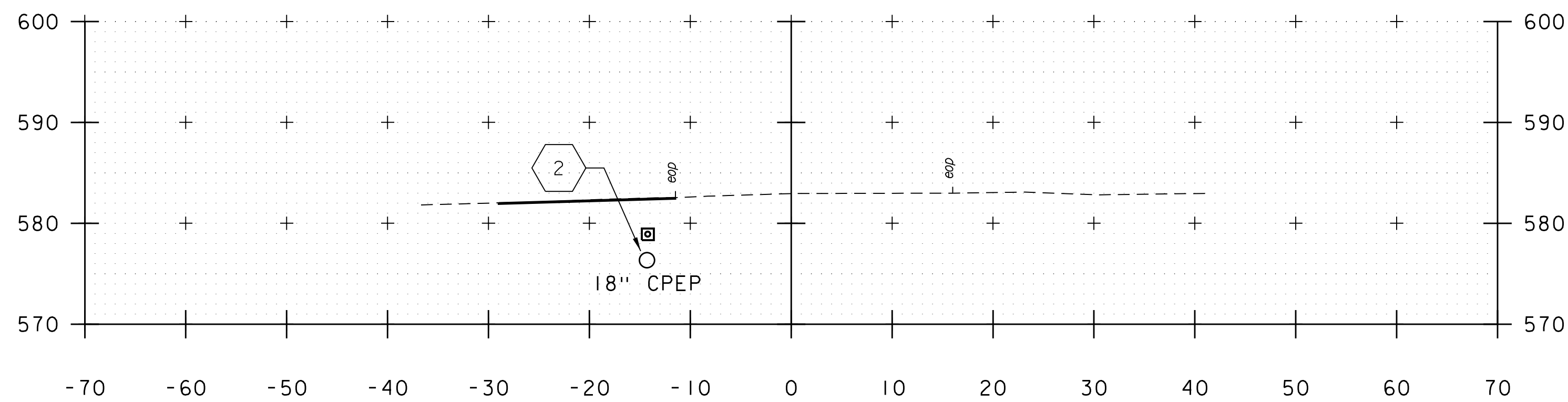
PROJECT NAME: HARTLAND	PLOT DATE: 2/15/2022
PROJECT NUMBER: STP BPI9(2)	DRAWN BY: O.M. DARISSE
FILE NAME: 57790BDR.ERO.dgn	CHECKED BY: D.M. PECK
PROJECT LEADER: J.D. SALADINO	SHEET 41 OF 56
DESIGNED BY: O.M. DARISSE	
EPSC PLAN SHEET (2 OF 2)	



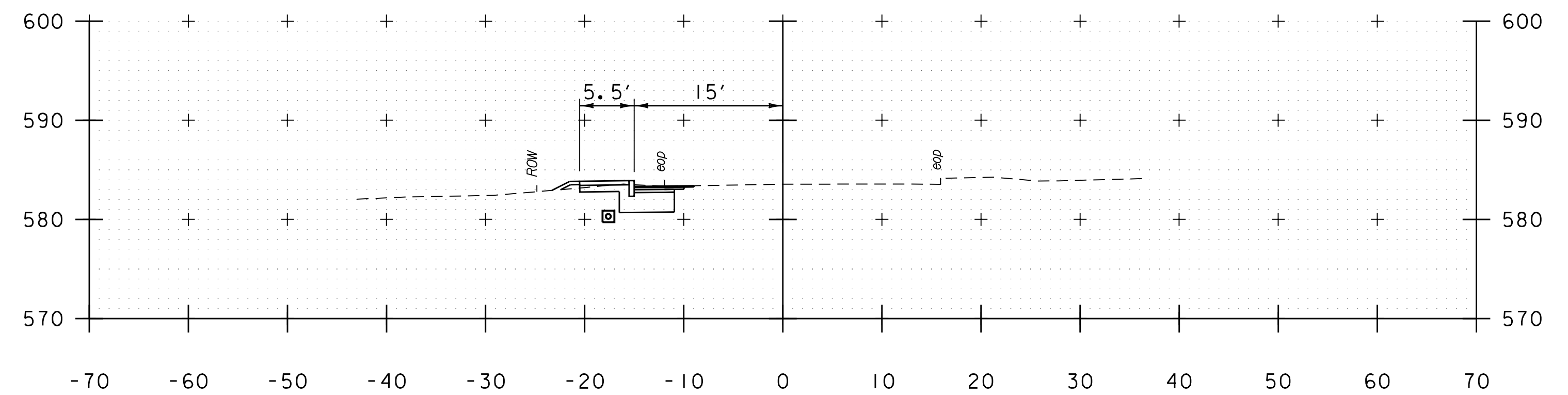
200+25



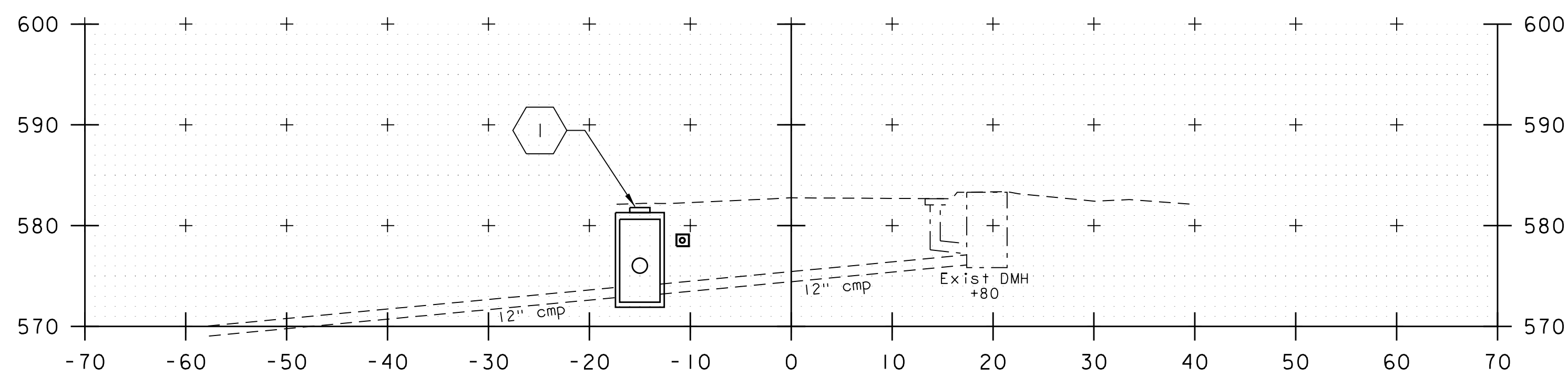
201+00



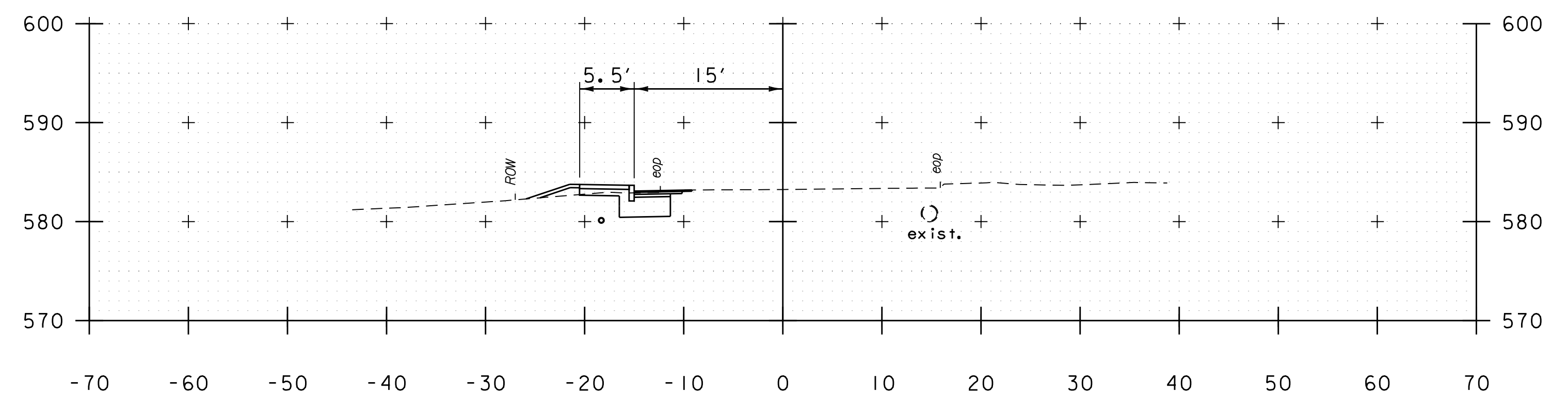
200+00



200+75

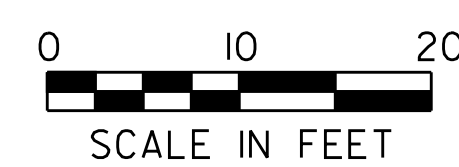


199+75



200+50

BEGIN PROJECT  
STA. 198+88.10



US ROUTE 5 TO QUECHEE ROAD

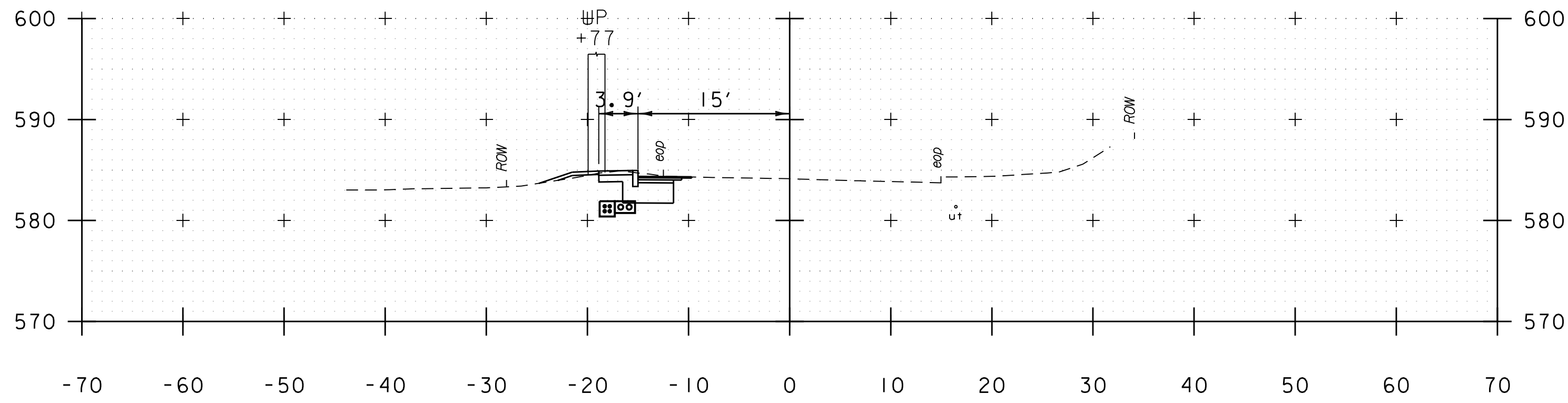
PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790xs.dgn  
PROJECT LEADER: J.D. SALADINO  
DESIGNED BY: O.M. DARISSE  
CROSS SECTIONS (1 OF 6)

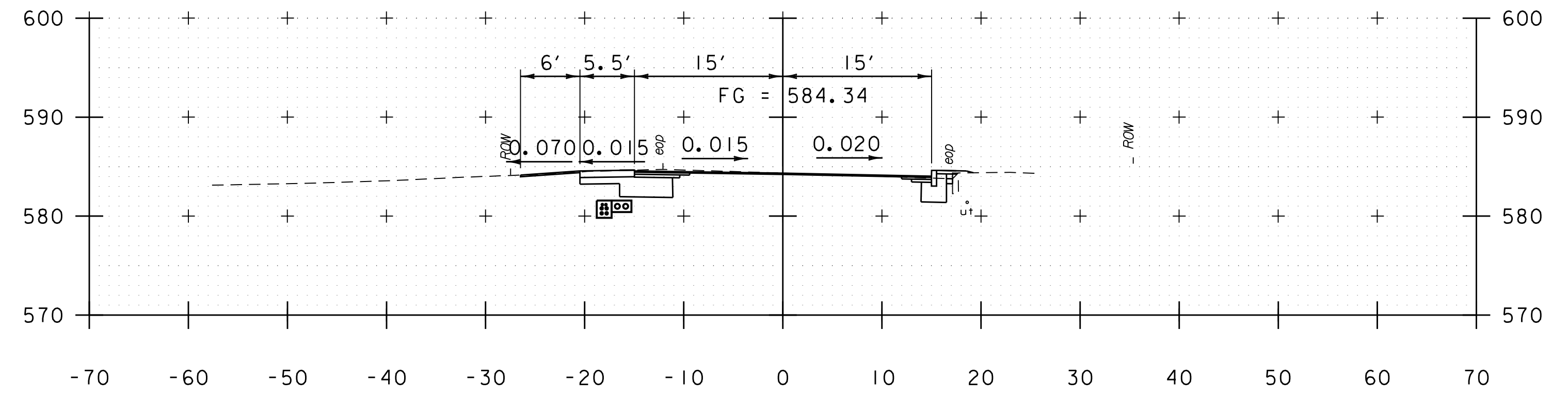
PLOT DATE: 2/15/2022  
DRAWN BY: O.M. DARISSE  
CHECKED BY: D.M. PECK  
SHEET 42 OF 56



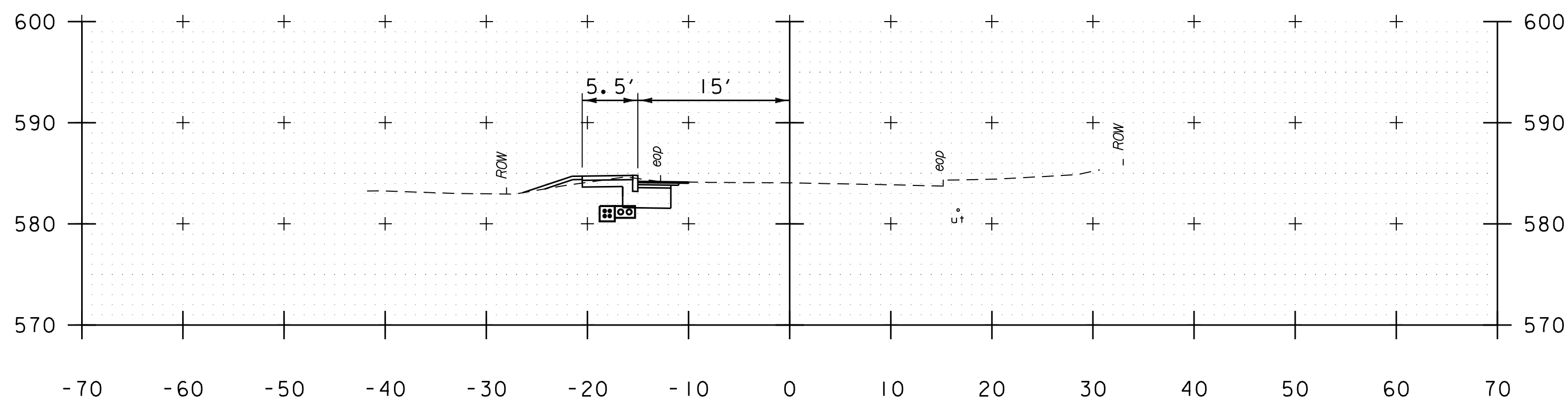
BEGIN MILL/OVERLAY  
STA. 201+95



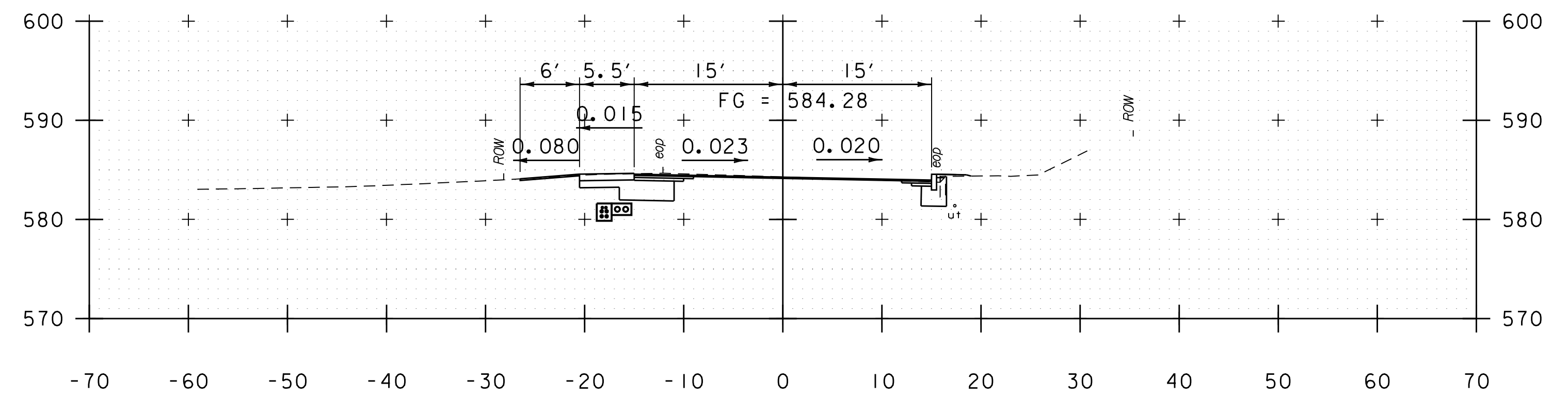
201+75



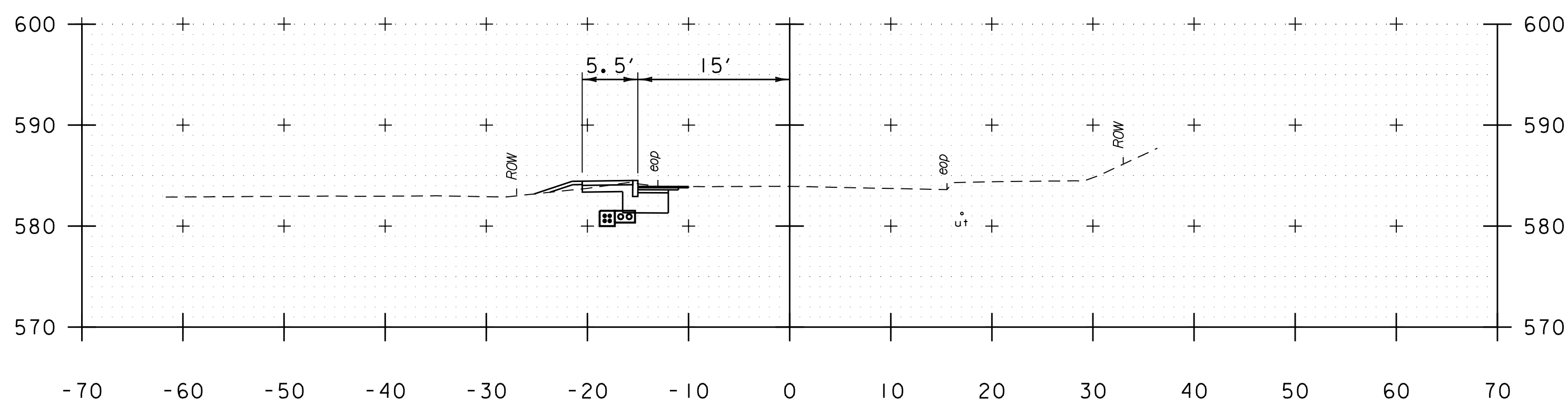
202+25



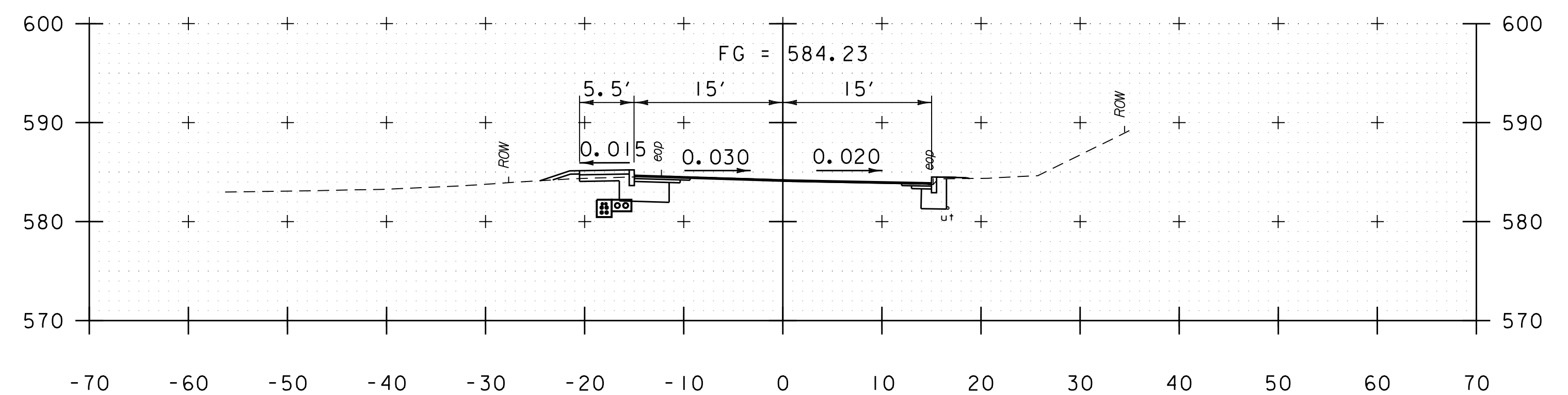
201+50



202+12



201+25



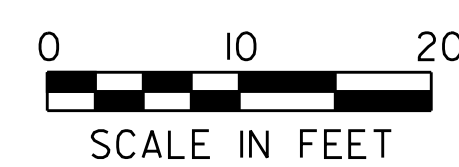
202+00

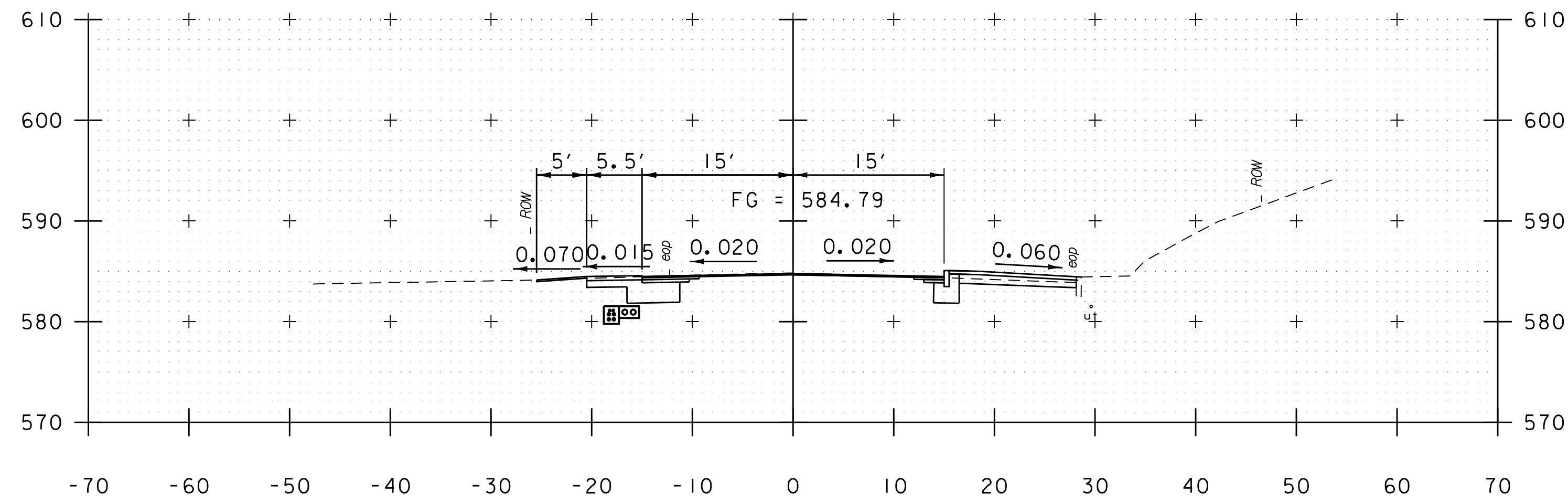
US ROUTE 5 TO QUECHEE ROAD

PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

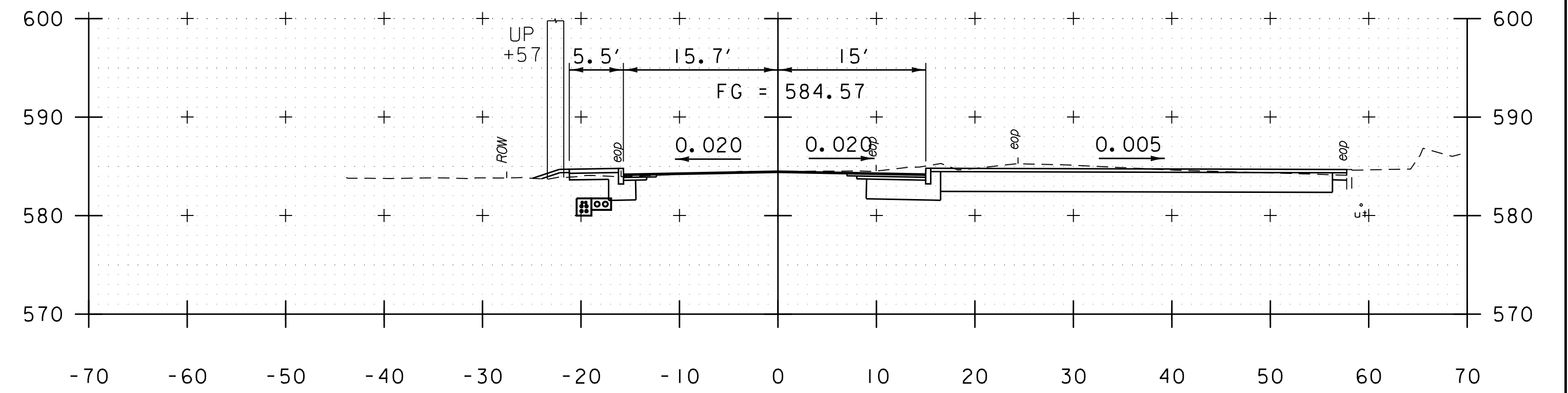
FILE NAME: 57790xs.dgn  
PROJECT LEADER: J.D. SALADINO  
DESIGNED BY: O.M. DARISSE  
CROSS SECTIONS (2 OF 6)

PLOT DATE: 2/15/2022  
DRAWN BY: O.M. DARISSE  
CHECKED BY: D.M. PECK  
SHEET 43 OF 56

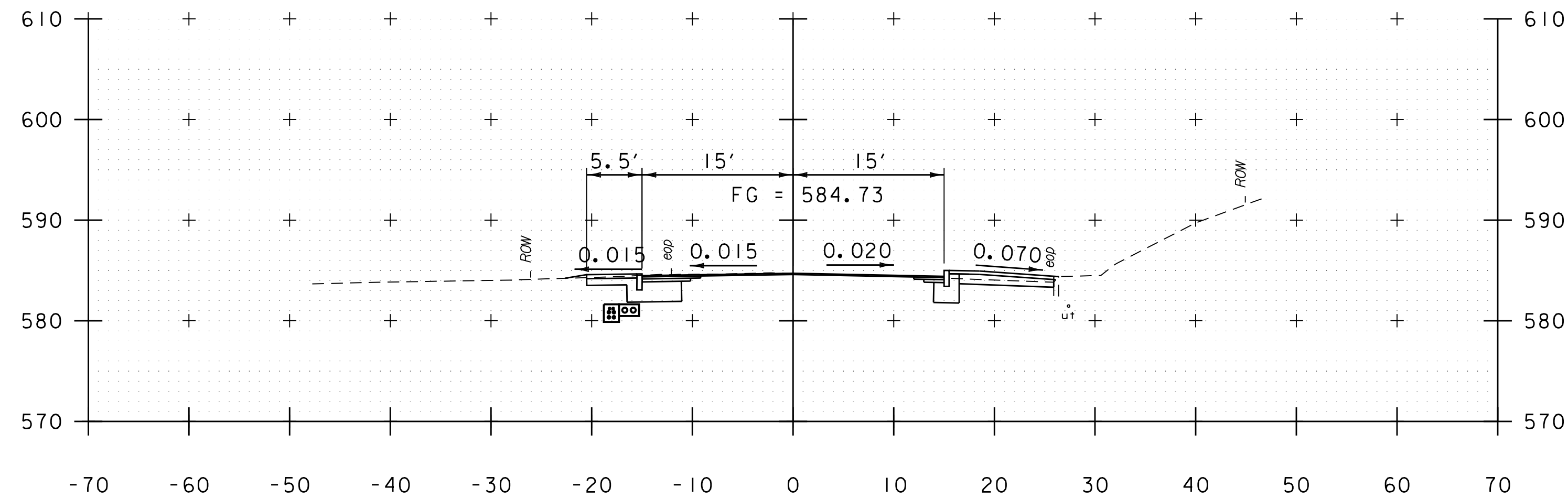




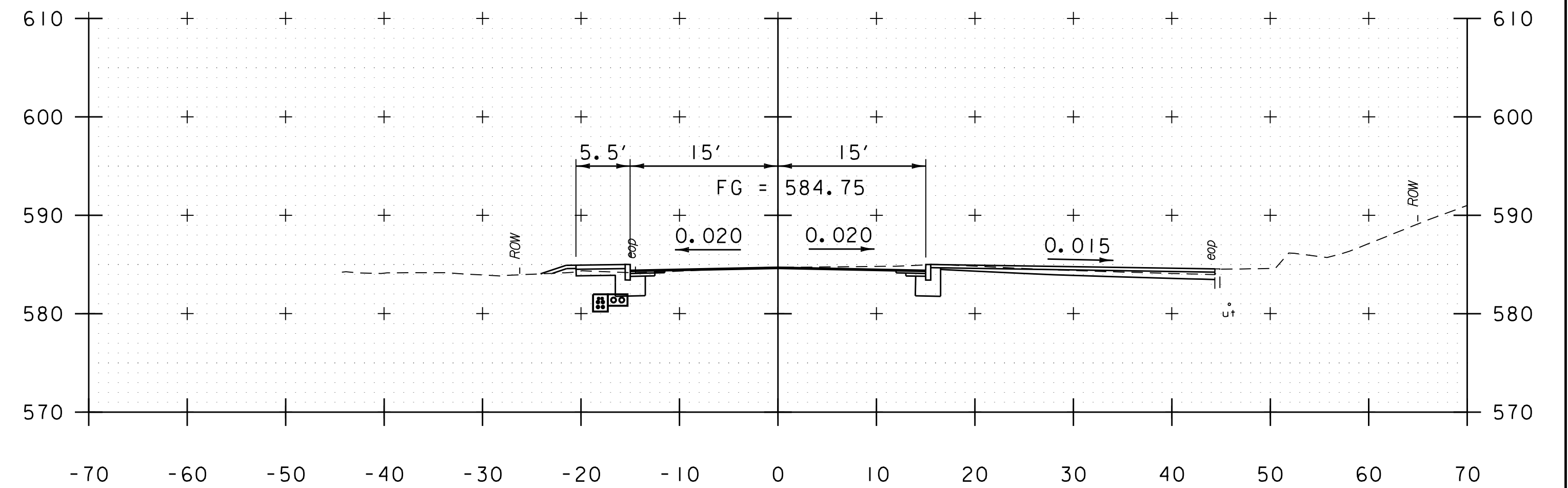
202+83



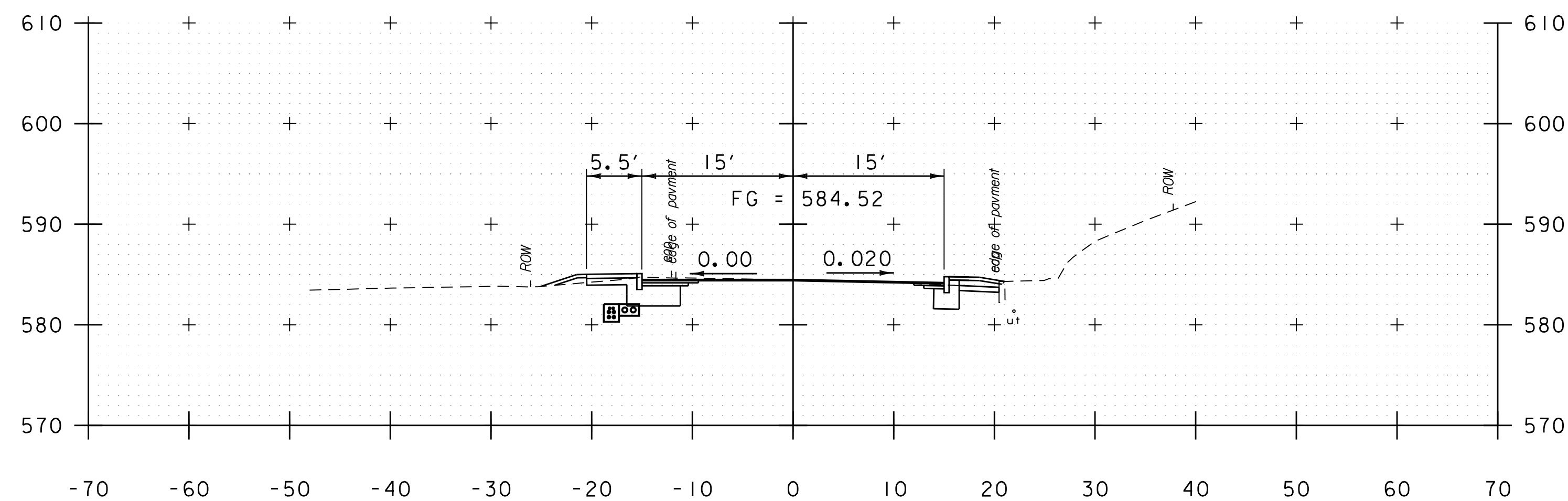
203+50



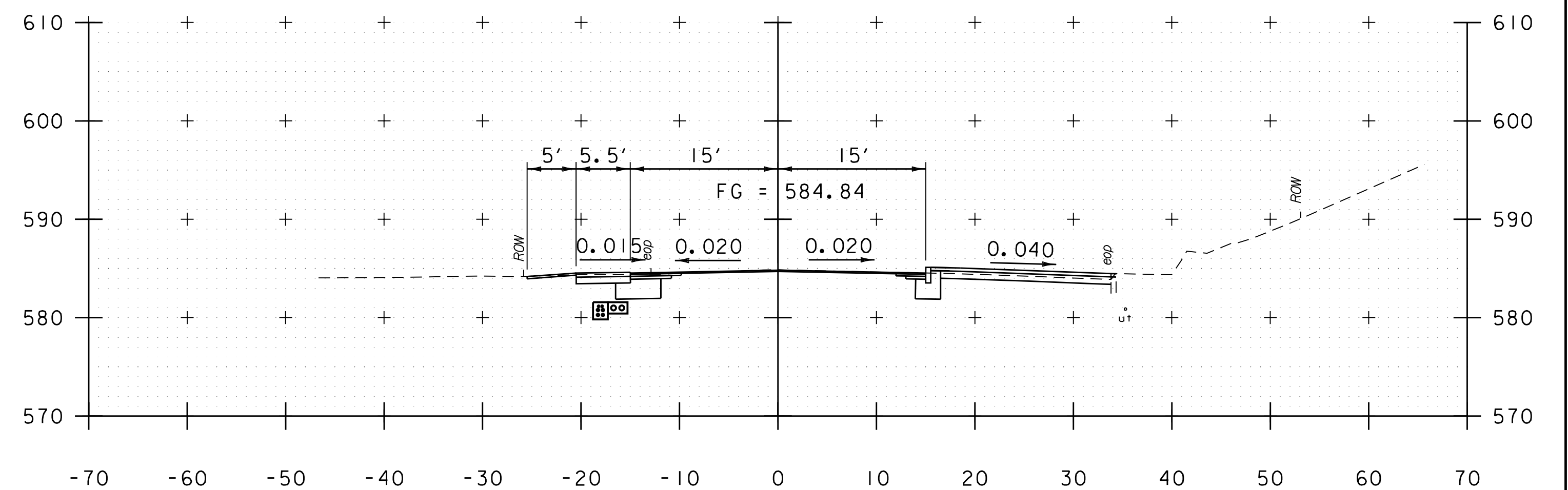
202+75



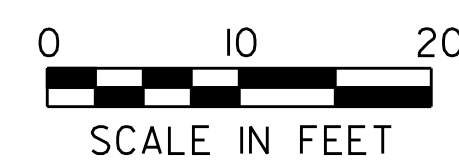
203+25



202+50



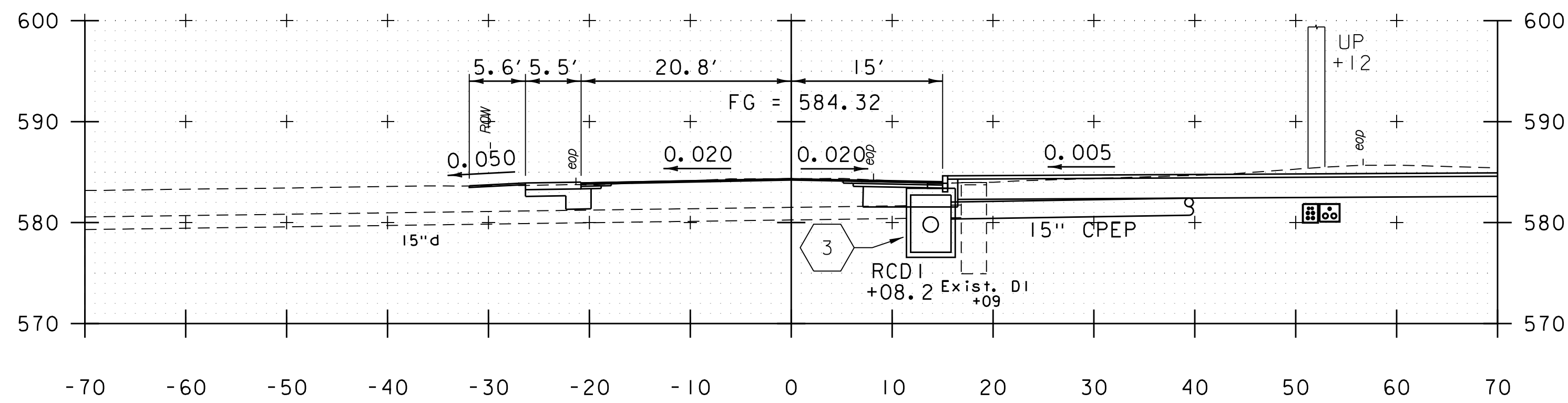
203+00



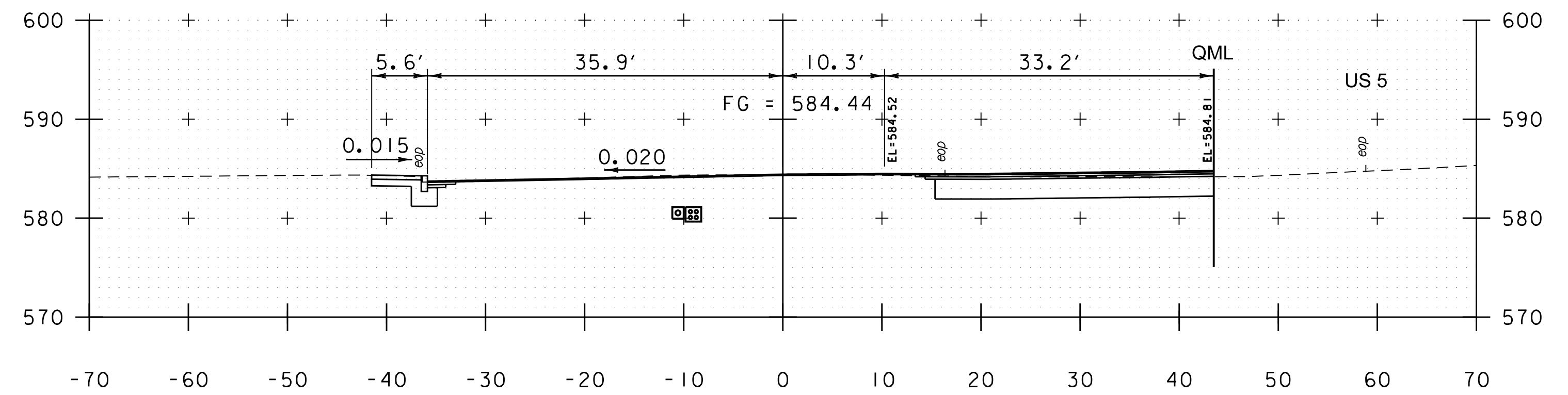
US ROUTE 5 TO QUECHEE ROAD

PROJECT NAME:	HARTLAND	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	DRAWN BY:	O.M. DARISSE
FILE NAME:	57790xs.dgn	CHECKED BY:	D.M. PECK
PROJECT LEADER:	J.D. SALADINO	SHEET	44 OF 56
DESIGNED BY:	O.M. DARISSE	CROSS SECTIONS (3 OF 6)	

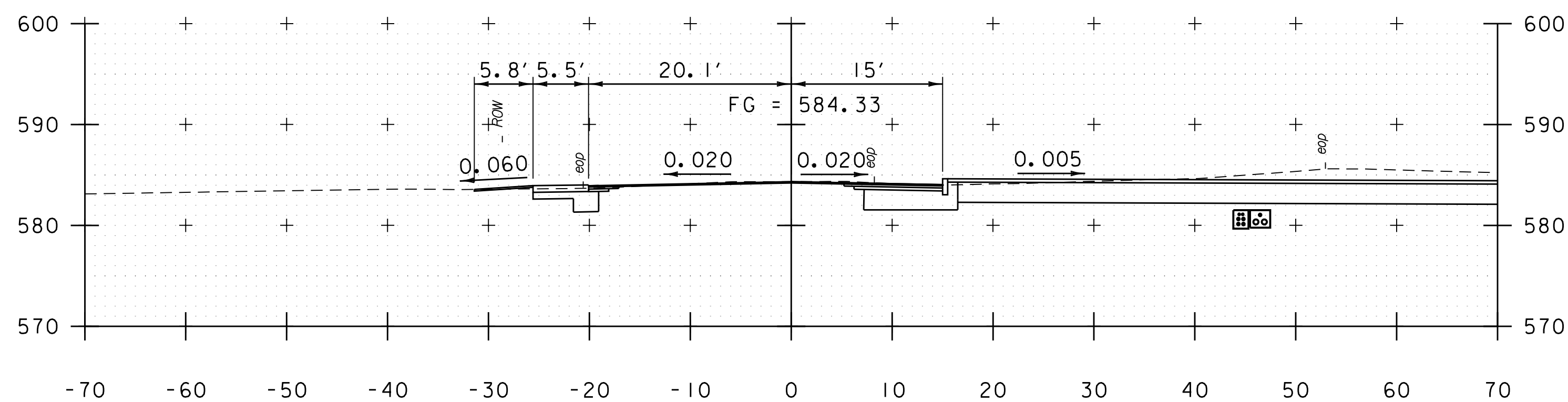




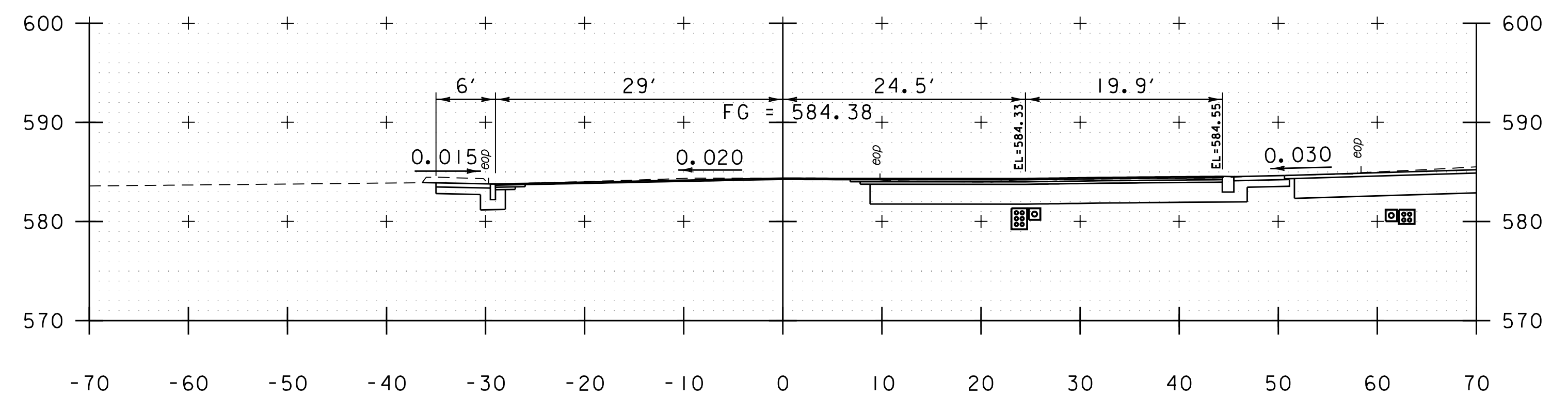
204+00



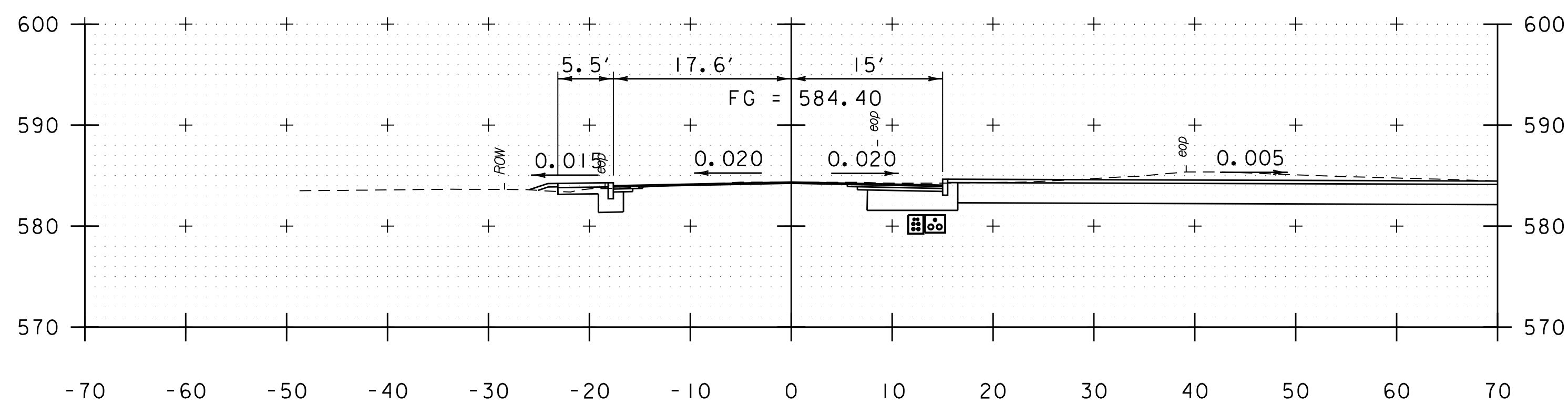
204+50



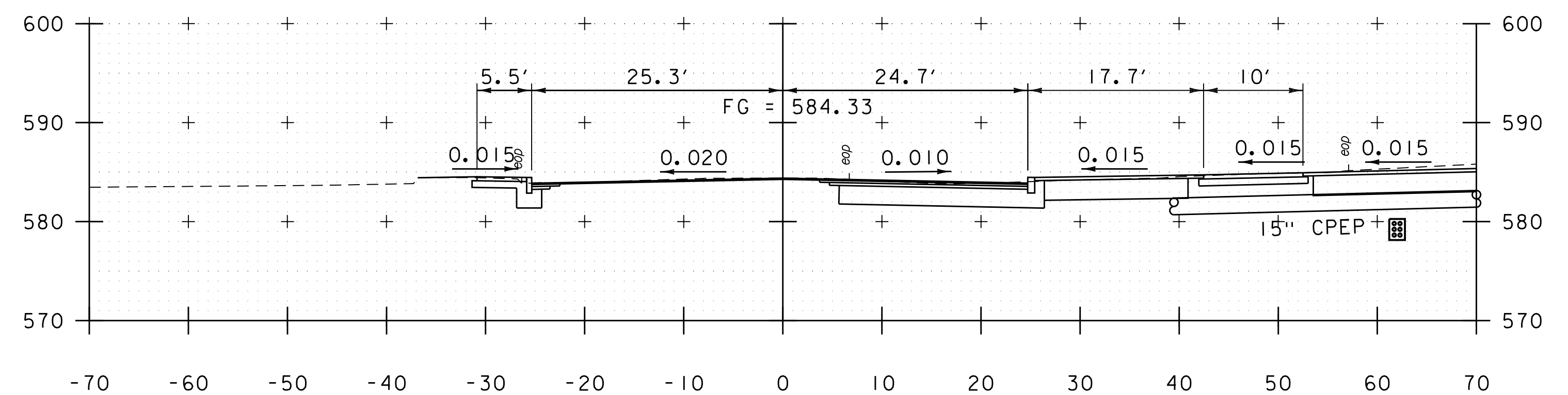
203+95



204+38



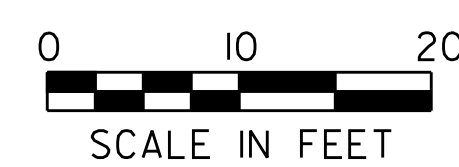
203+75

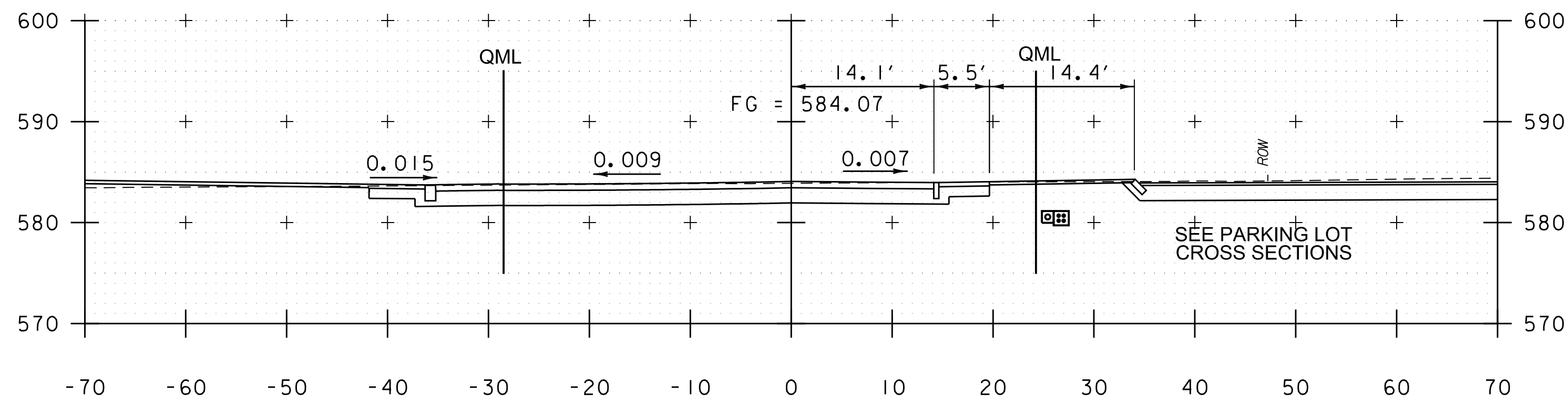


204+25

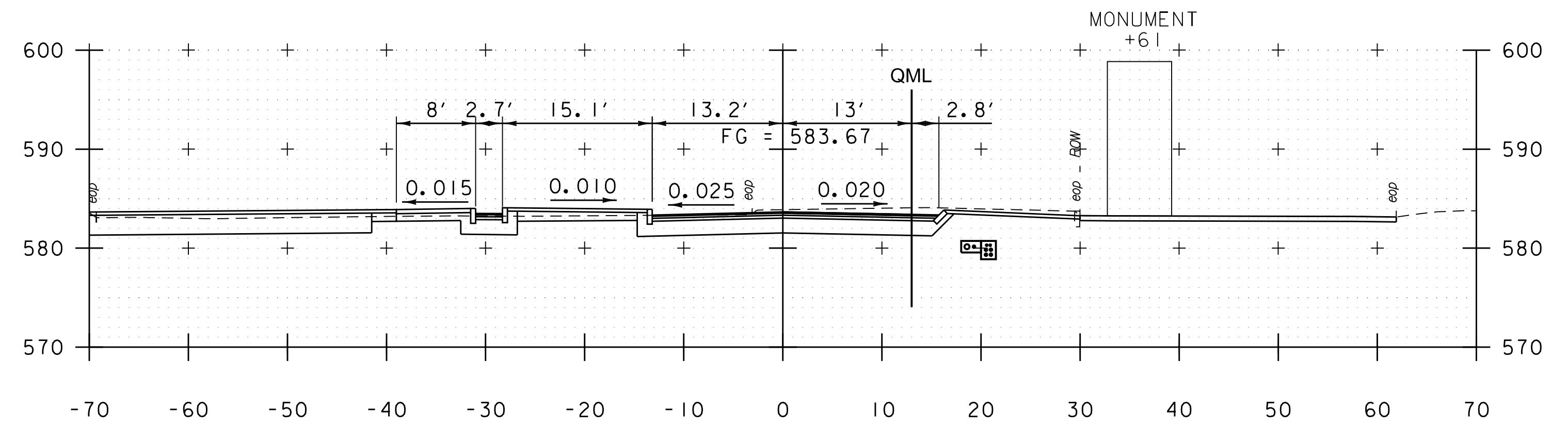
US ROUTE 5 TO QUECHEE ROAD

PROJECT NAME:	HARTLAND	FILE NAME:	57790xs.dgn	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	PROJECT LEADER:	J.D. SALADINO	DRAWN BY:	O.M. DARISSE
		DESIGNED BY:	O.M. DARISSE	CHECKED BY:	D.M. PECK
		CROSS SECTIONS (4 OF 6)		SHEET	45 OF 56

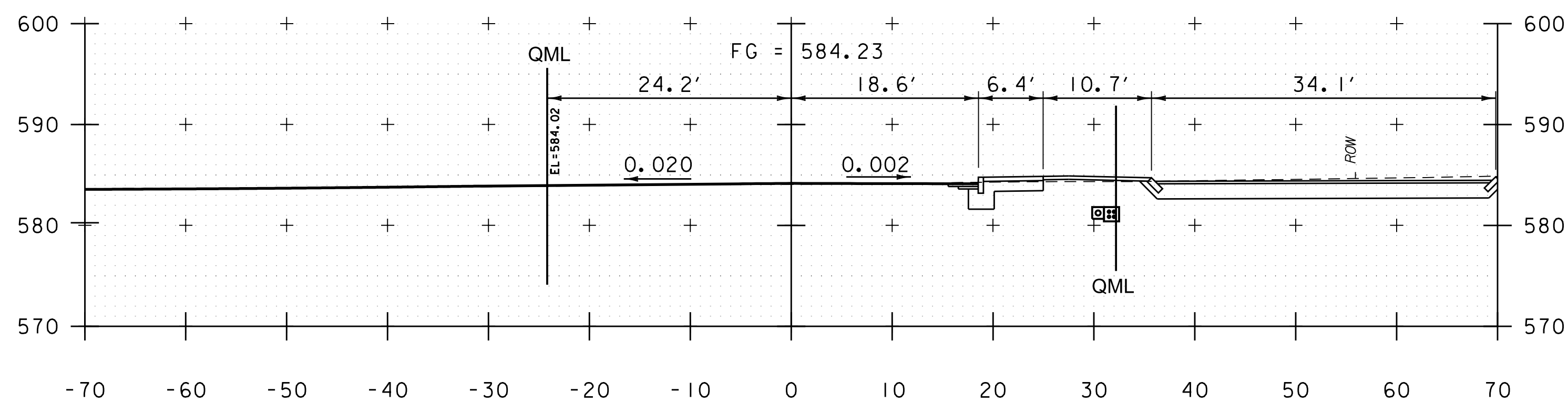




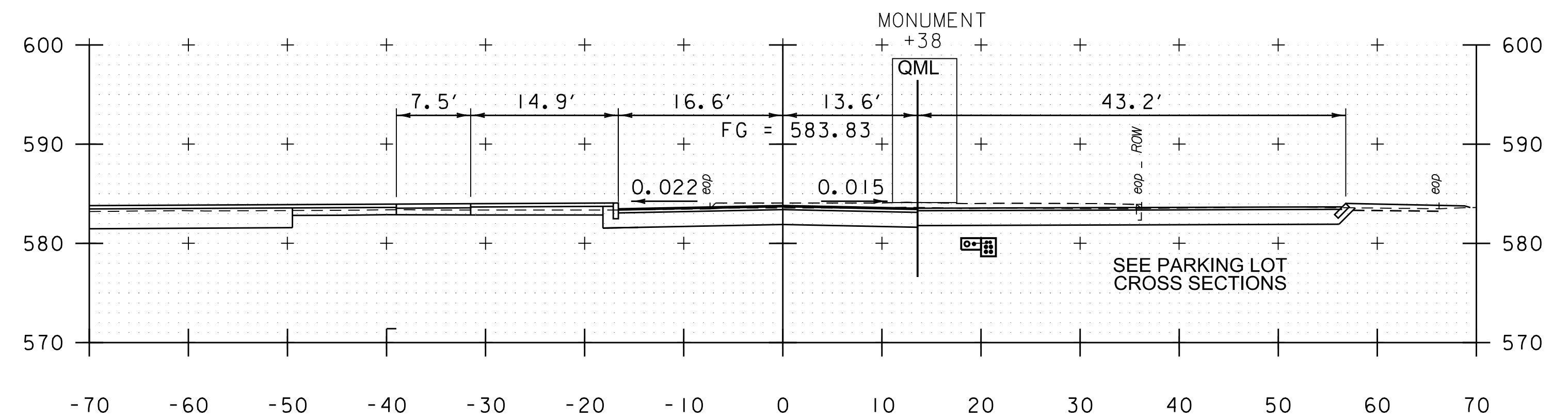
205+14



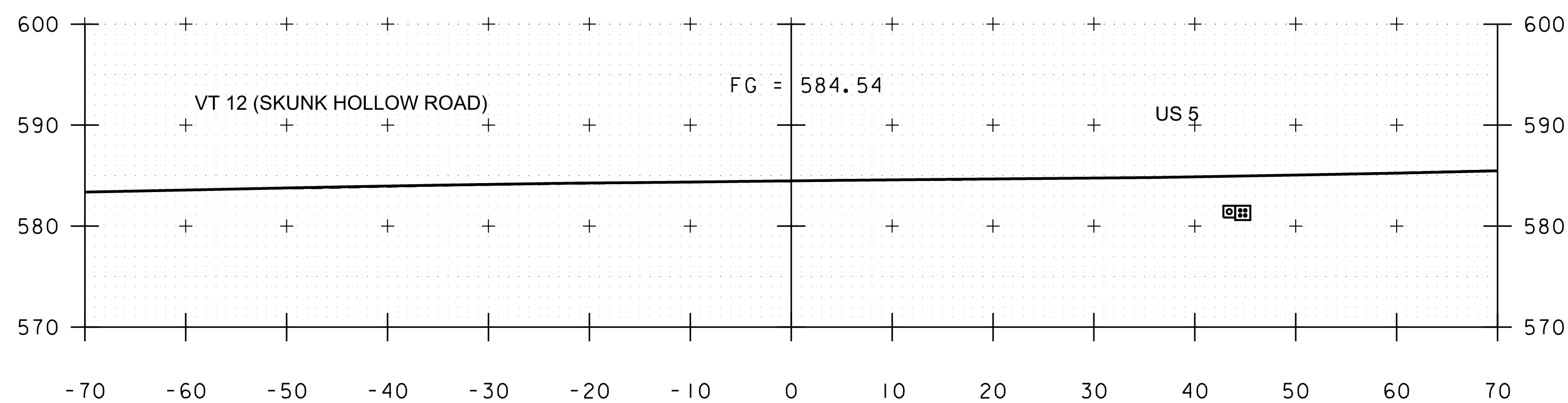
205+50



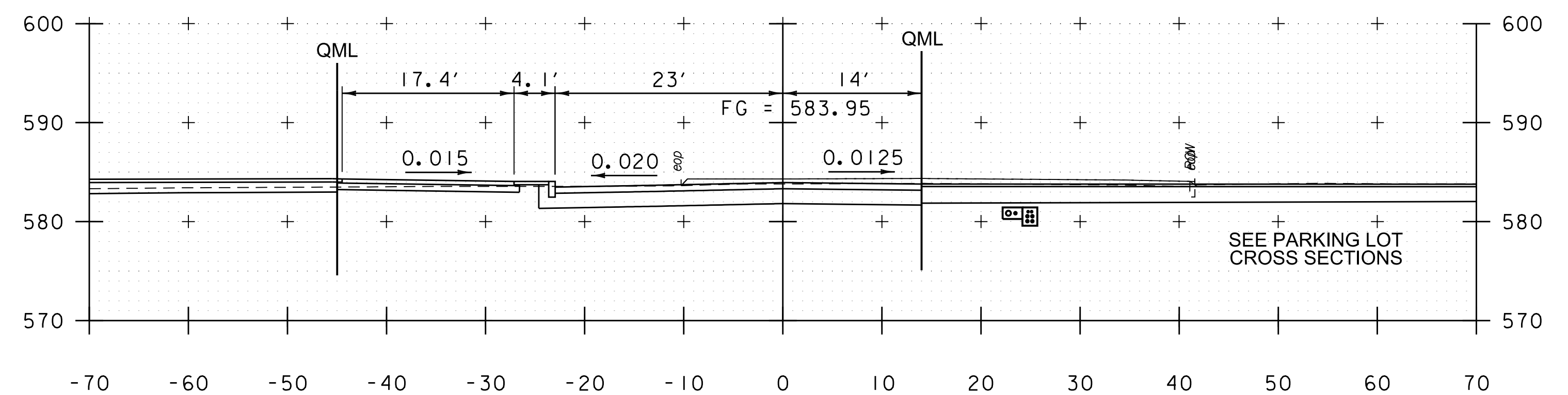
205+00



205+36

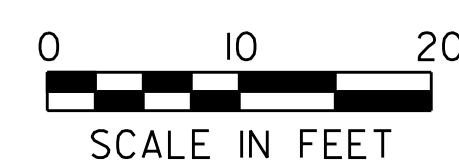


204+75

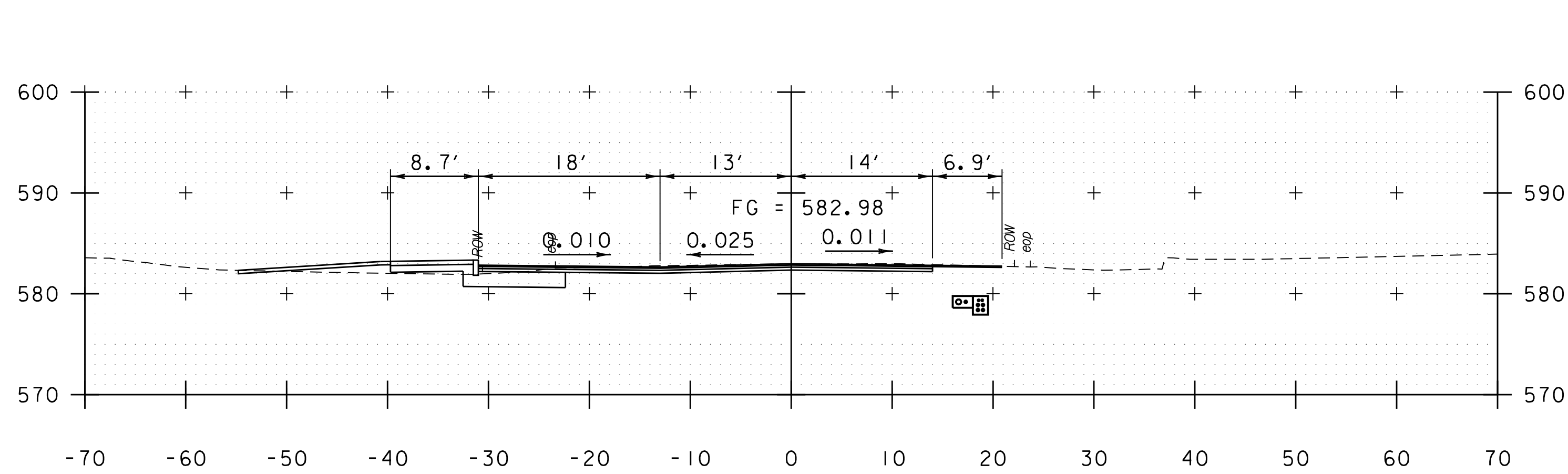


205+25

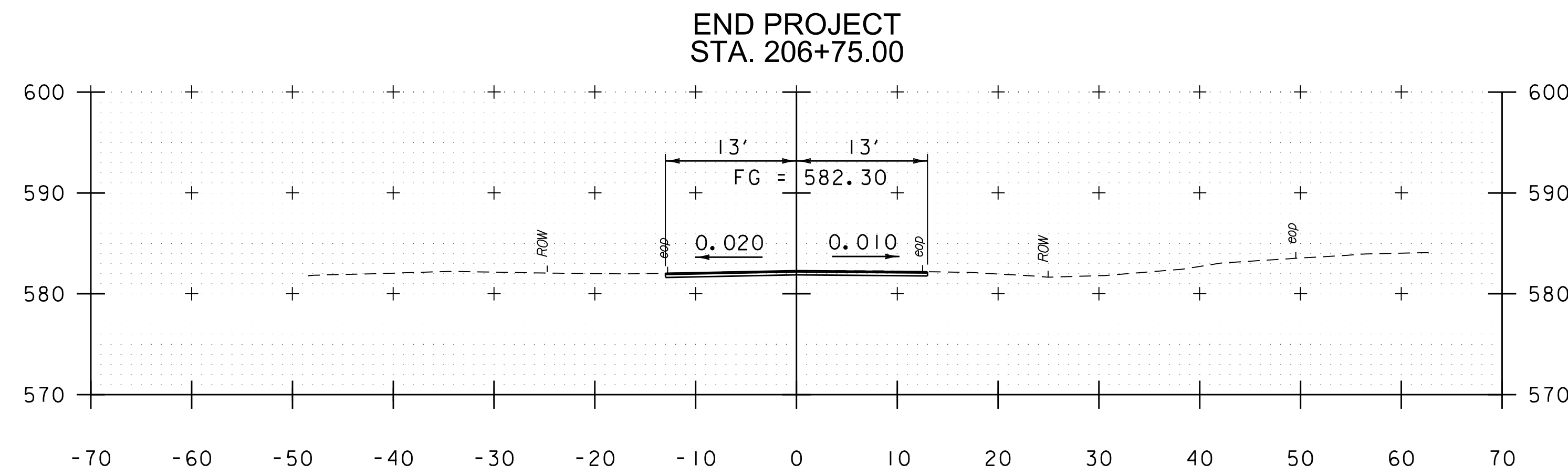
US ROUTE 5 TO QUECHEE ROAD



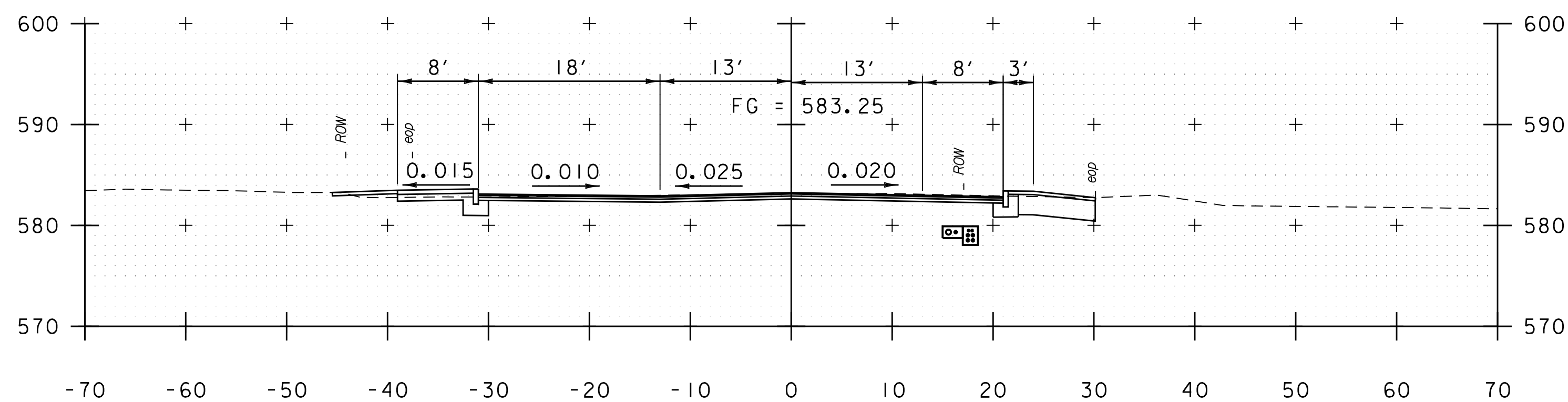
PROJECT NAME:	HARTLAND	FILE NAME:	57790xs.dgn	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	PROJECT LEADER:	J.D. SALADINO	DRAWN BY:	O.M. DARISSE
		DESIGNED BY:	O.M. DARISSE	CHECKED BY:	D.M. PECK
		CROSS SECTIONS (5 OF 6)		SHEET	46 OF 56



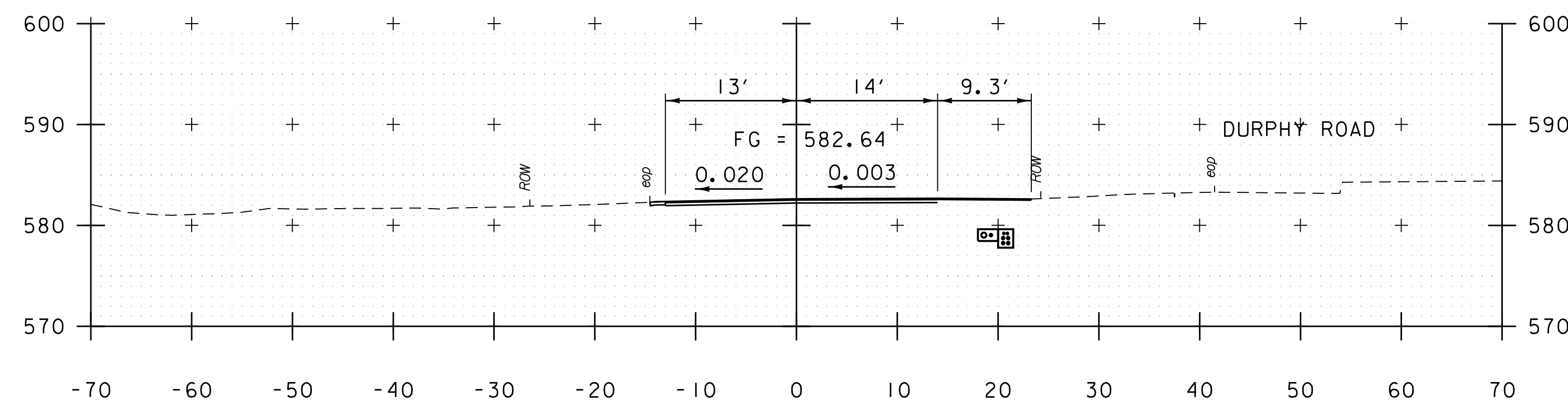
206+25



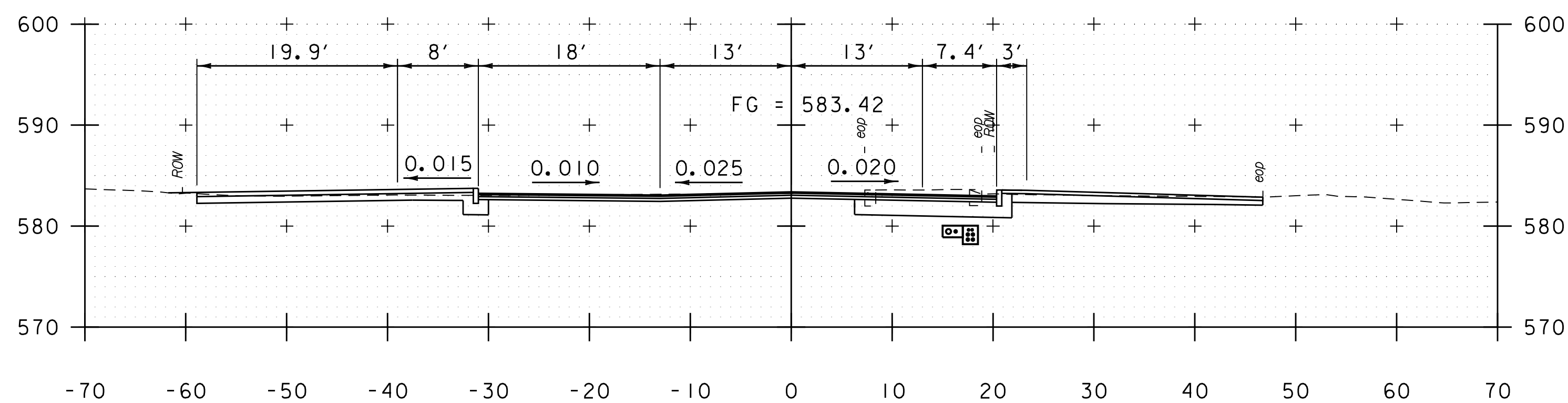
206+75



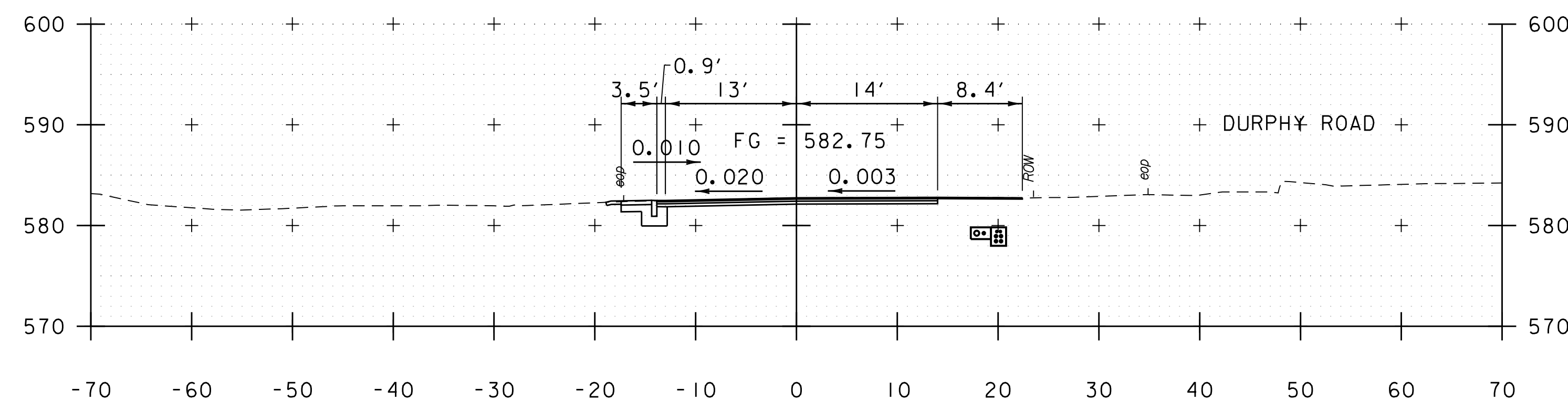
206+00



206+50

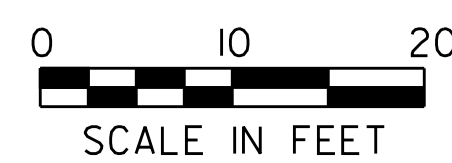


205+75



206+42

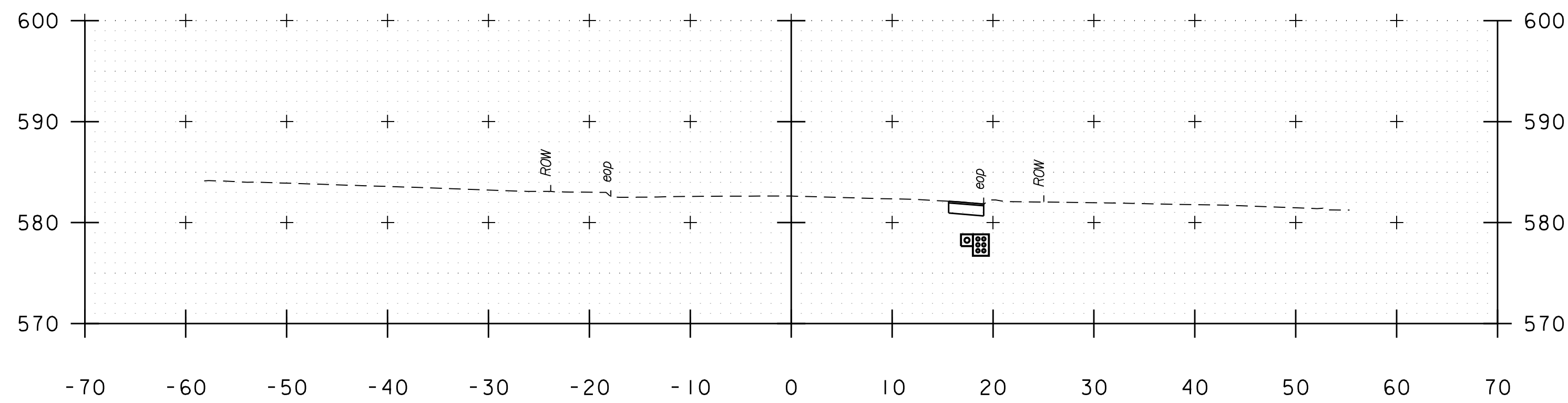
US ROUTE 5 TO QUECHEE ROAD



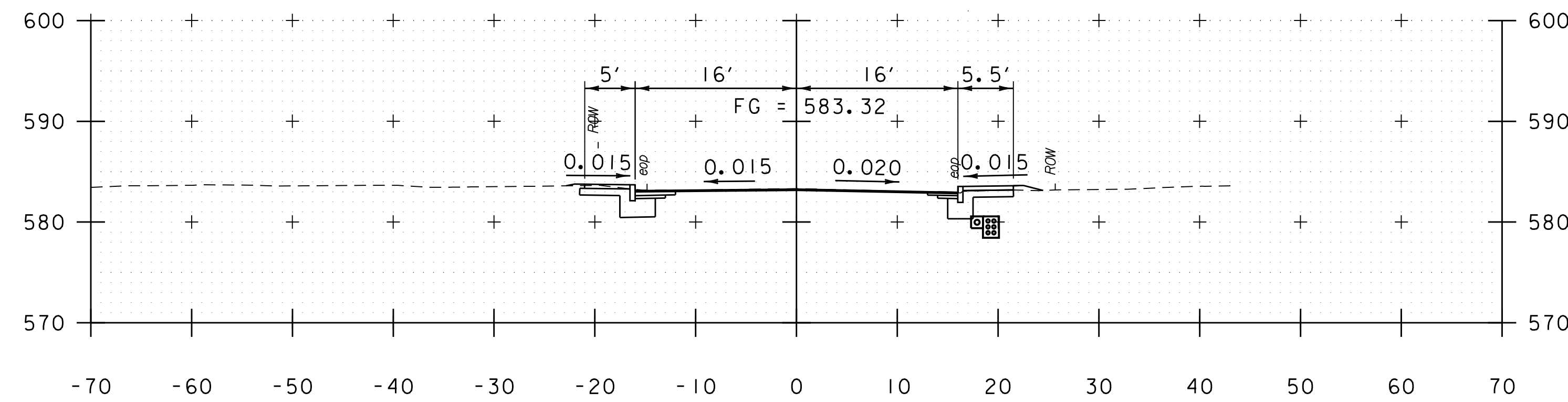
PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790xs.dgn  
PROJECT LEADER: J.D. SALADINO  
DESIGNED BY: O.M. DARISSE  
CROSS SECTIONS (6 OF 6)

PLOT DATE: 2/15/2022  
DRAWN BY: O.M. DARISSE  
CHECKED BY: D.M. PECK  
SHEET 47 OF 56

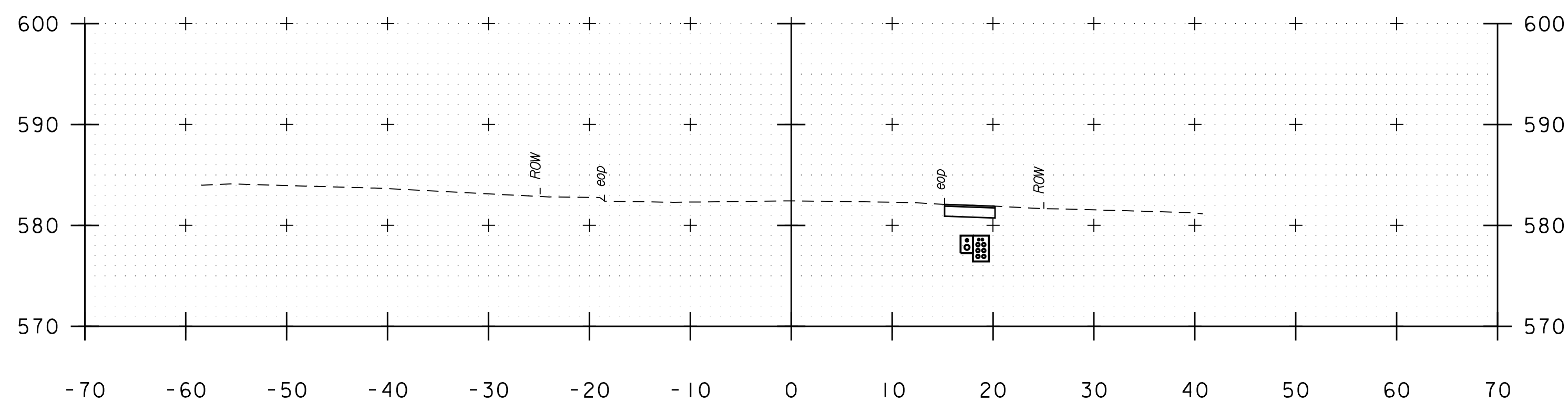


100+50

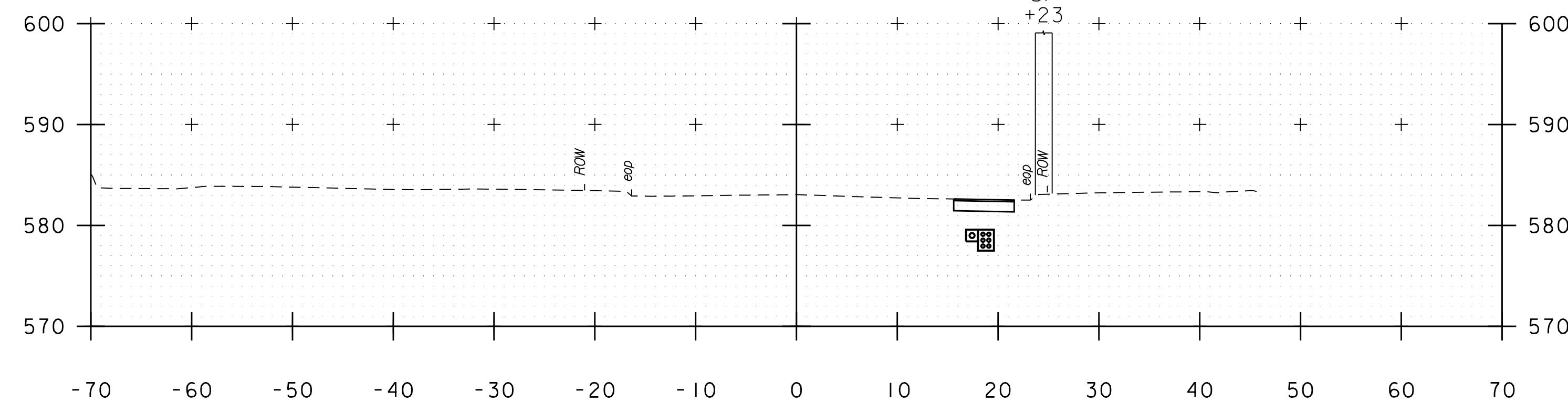


END APPROACH  
BEGIN PROJECT  
STA. 101+01.00

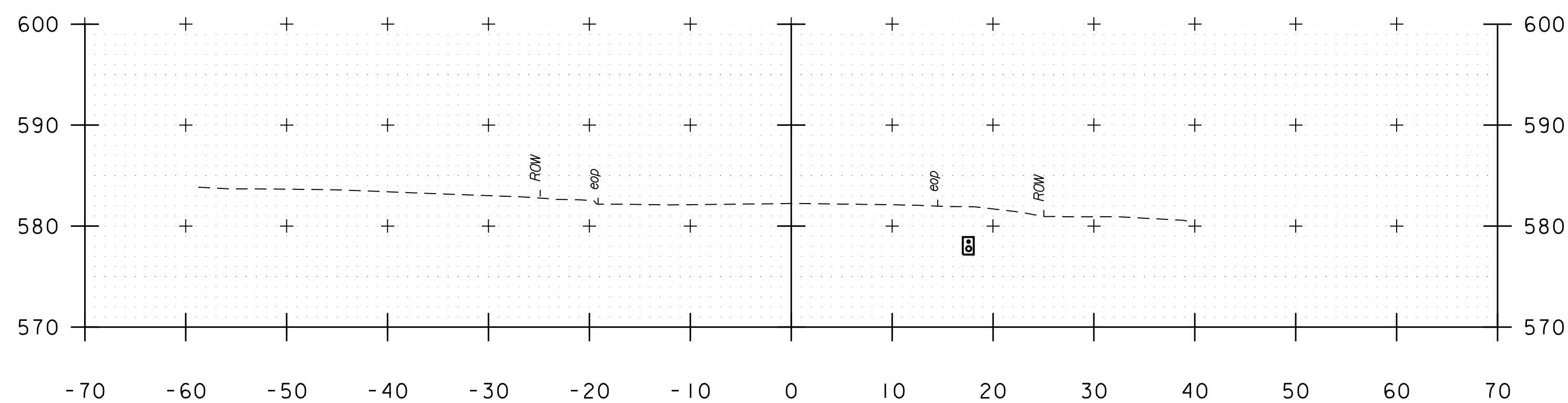
101+25



100+25

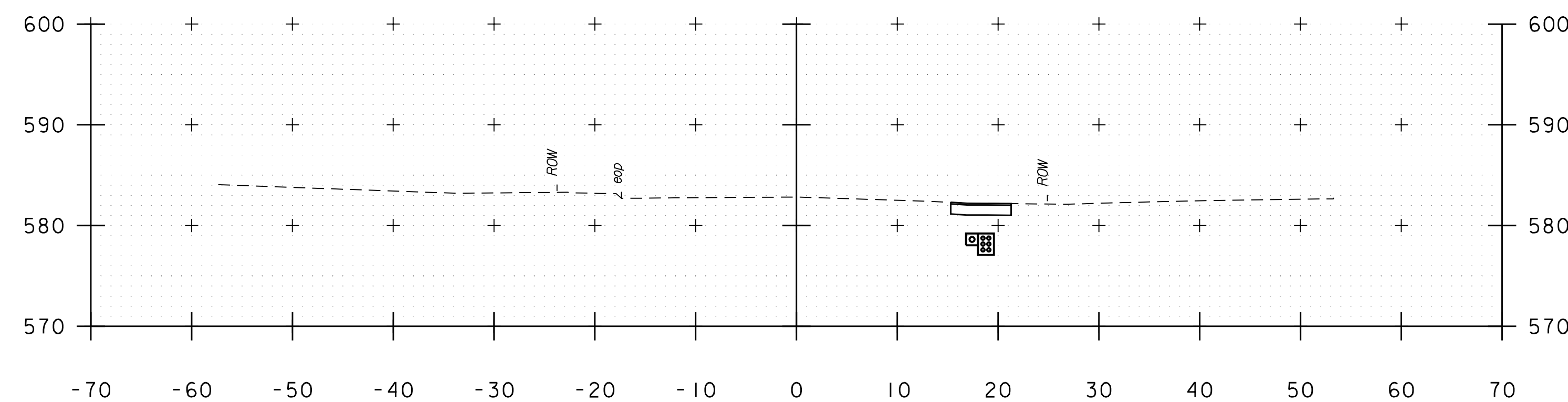


101+00



100+00

BEGIN APPROACH  
STA. 99+90.00



100+75

VT 12 (SKUNK HOLLOW RD) TO US 5

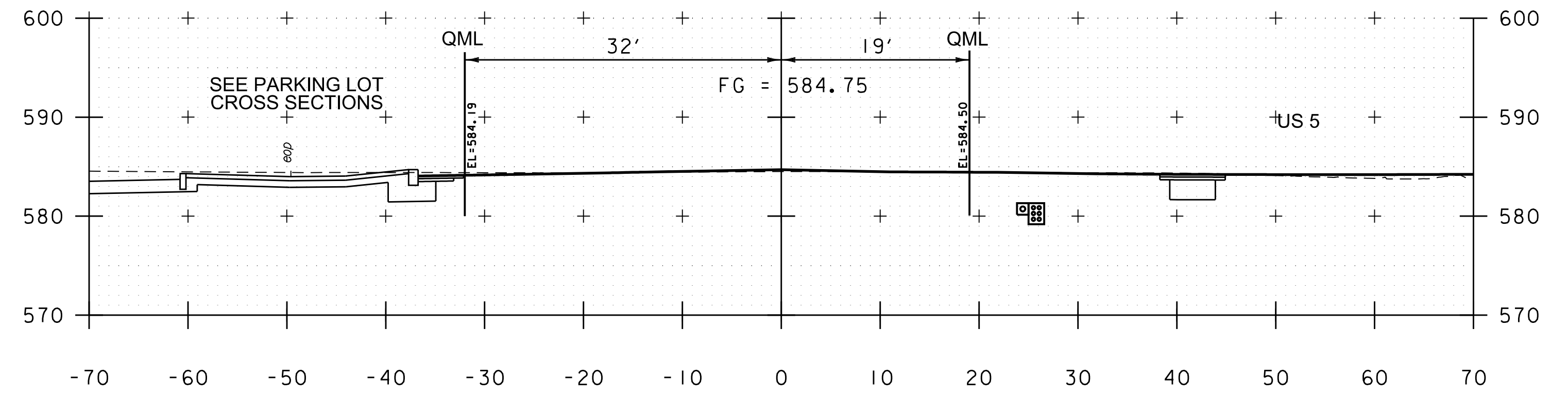


PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

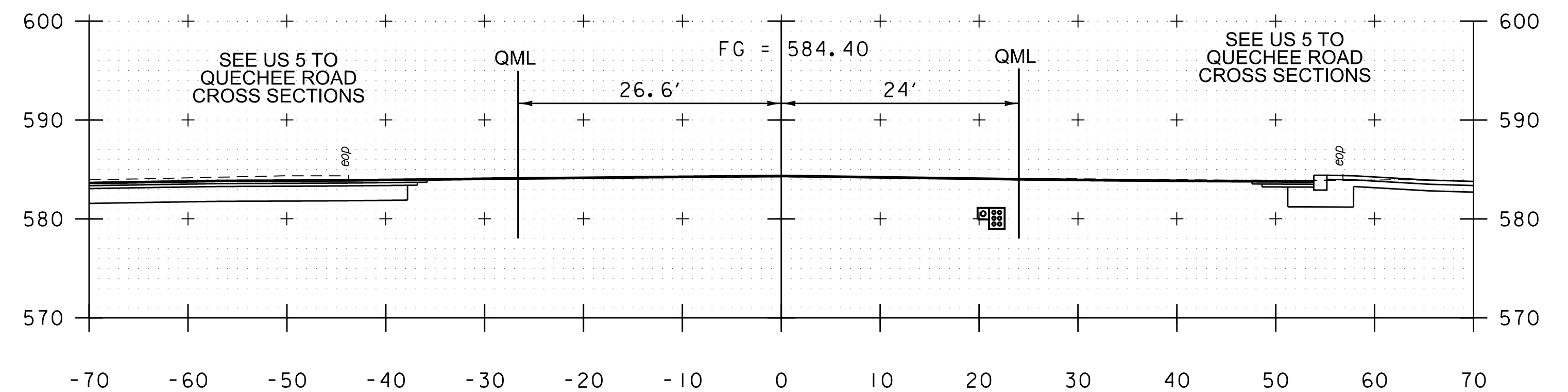
FILE NAME: 57790xs.dgn  
PROJECT LEADER: J.D. SALADINO  
DESIGNED BY: O.M. DARISSE  
CROSS SECTIONS (1 OF 4)

PLOT DATE: 2/15/2022  
DRAWN BY: O.M. DARISSE  
CHECKED BY: D.M. PECK  
SHEET 48 OF 56

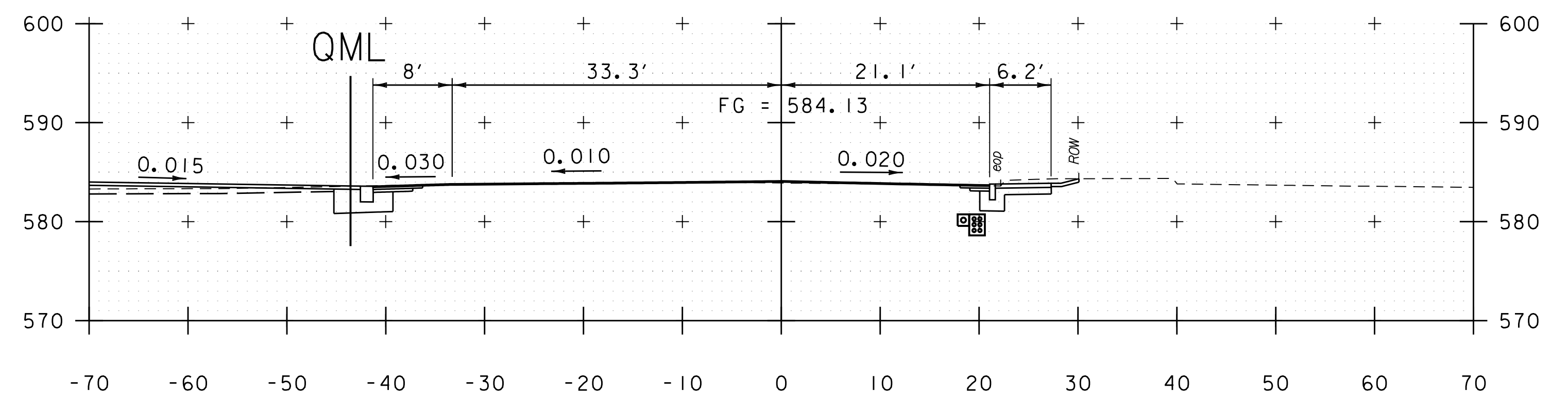




102+50

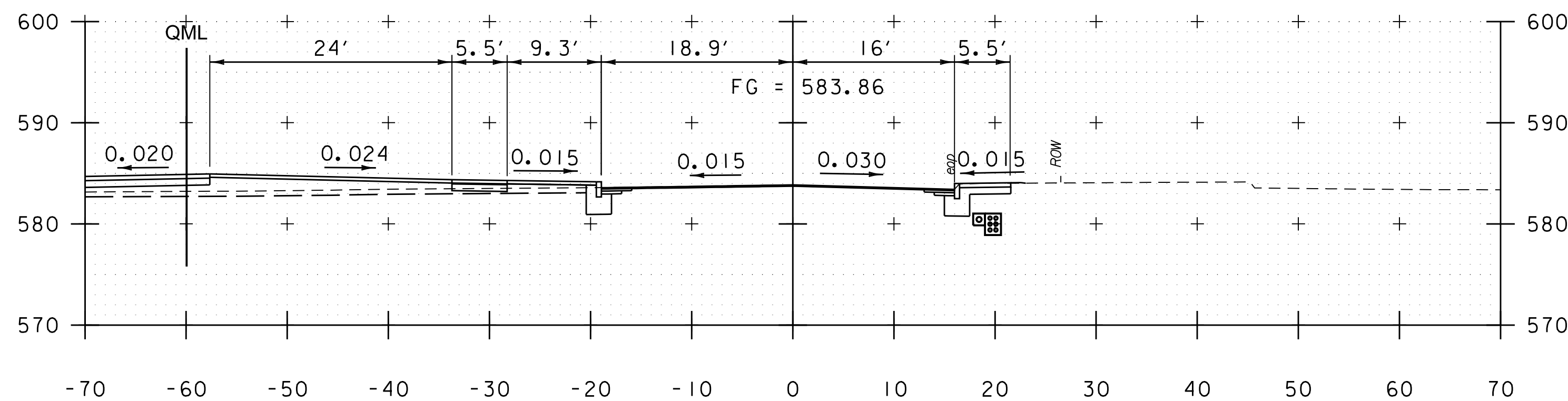


102+25

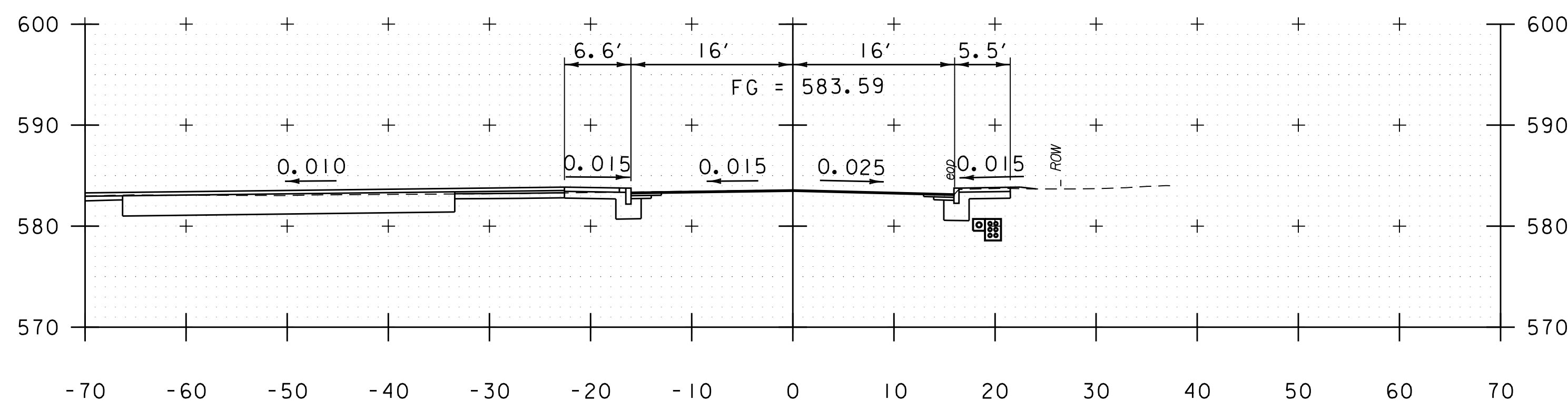


102+00

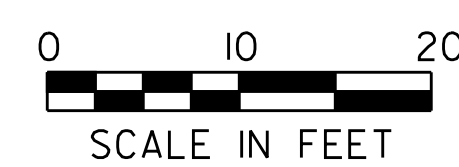
VT 12 (SKUNK HOLLOW RD) TO US 5



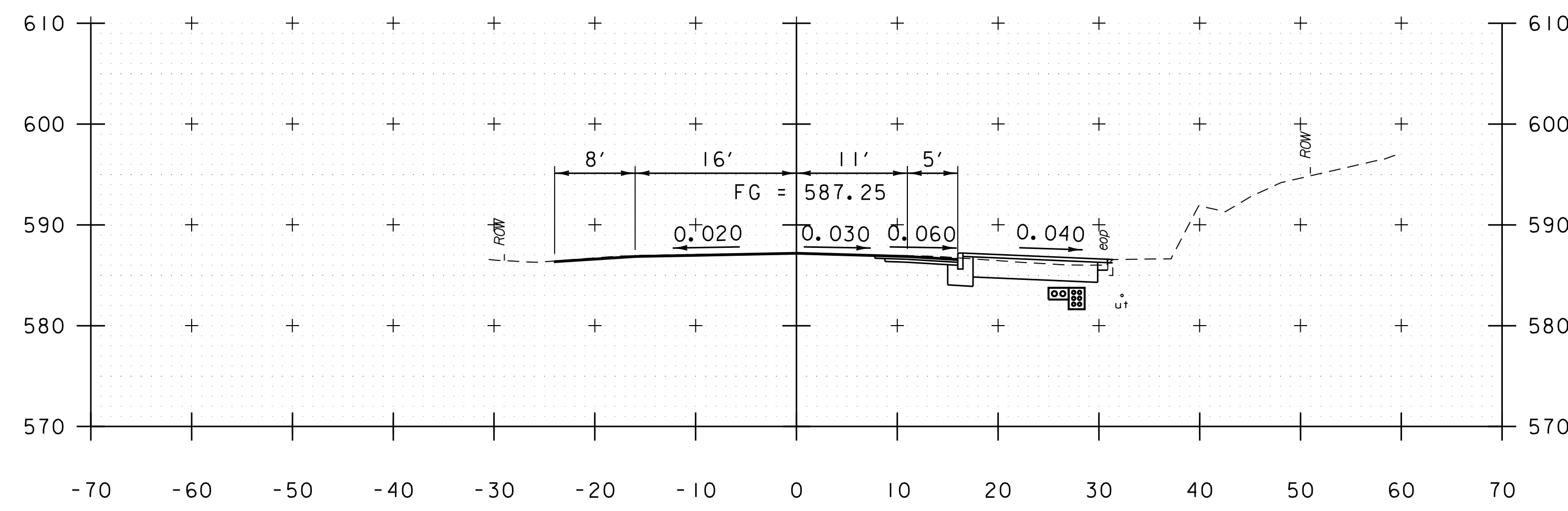
101+75



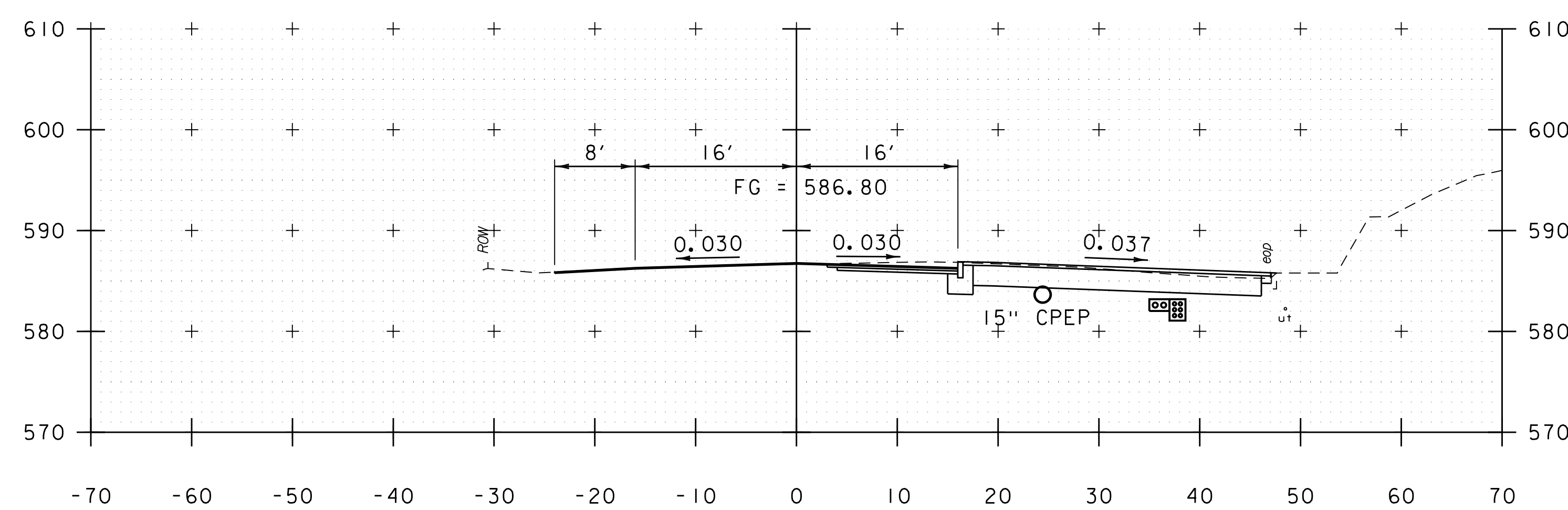
101+50



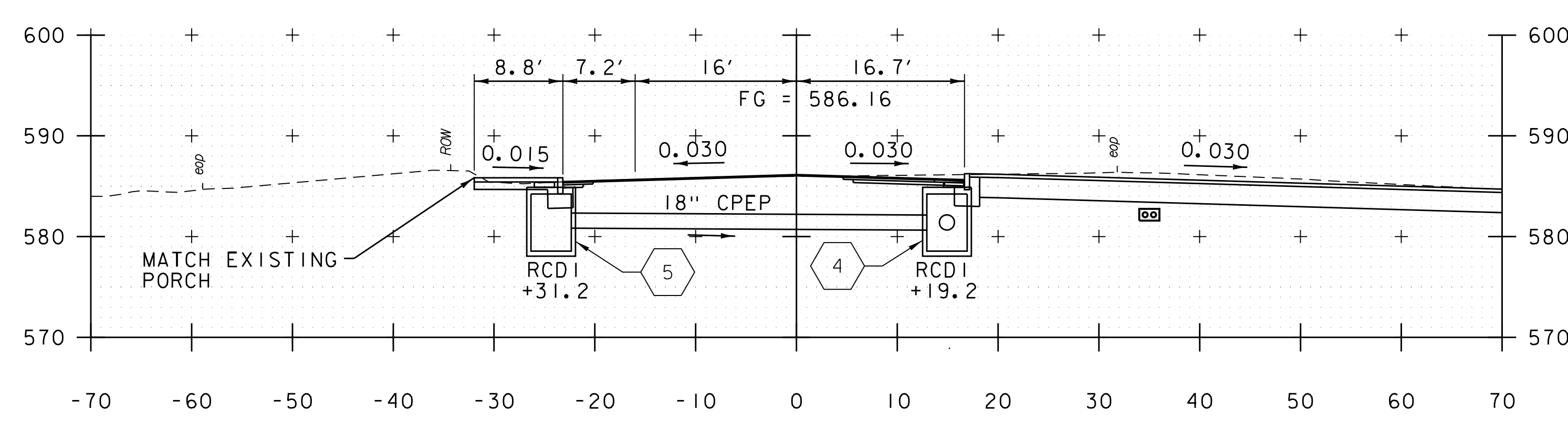
PROJECT NAME:	HARTLAND	FILE NAME:	57790xs.dgn	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	PROJECT LEADER:	J.D. SALADINO	DRAWN BY:	O.M. DARISSE
		DESIGNED BY:	O.M. DARISSE	CHECKED BY:	D.M. PECK
		CROSS SECTIONS (2 OF 4)		SHEET	49 OF 56



103+75

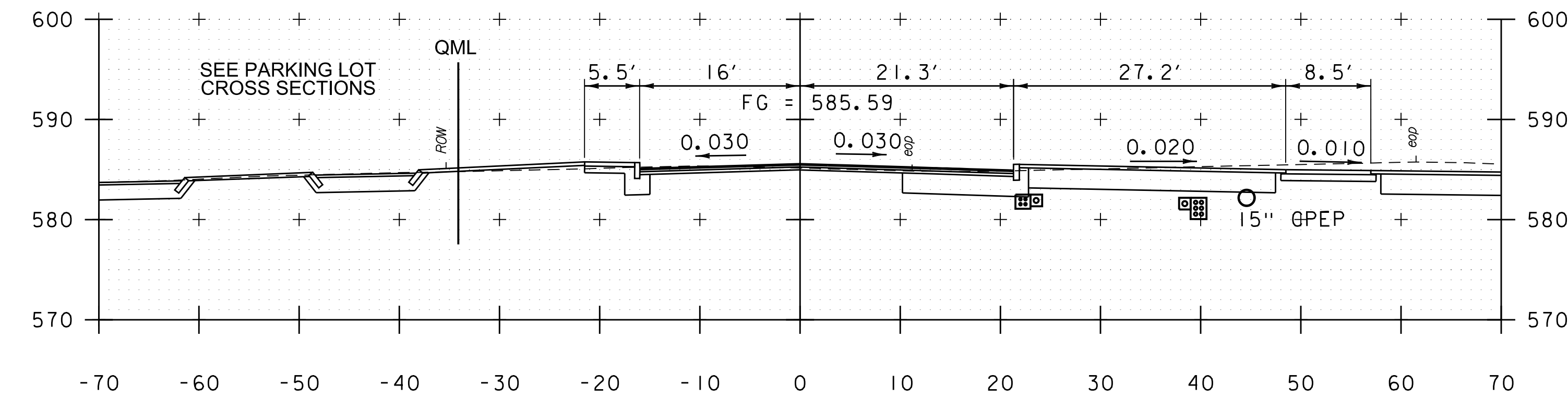


103+50

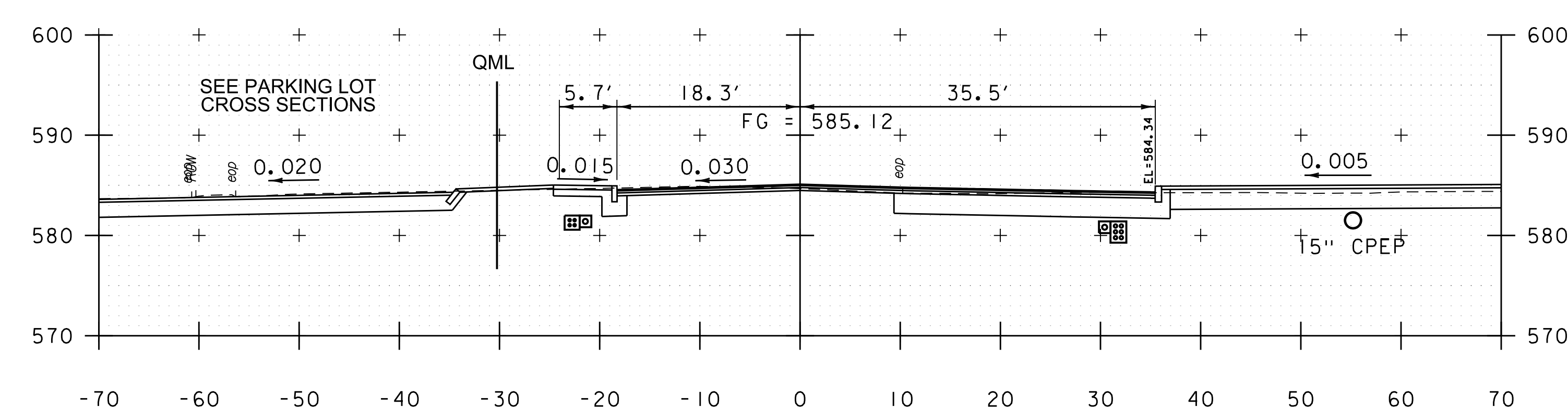


103+25

VT 12 (SKUNK HOLLOW RD) TO US 5



103+00

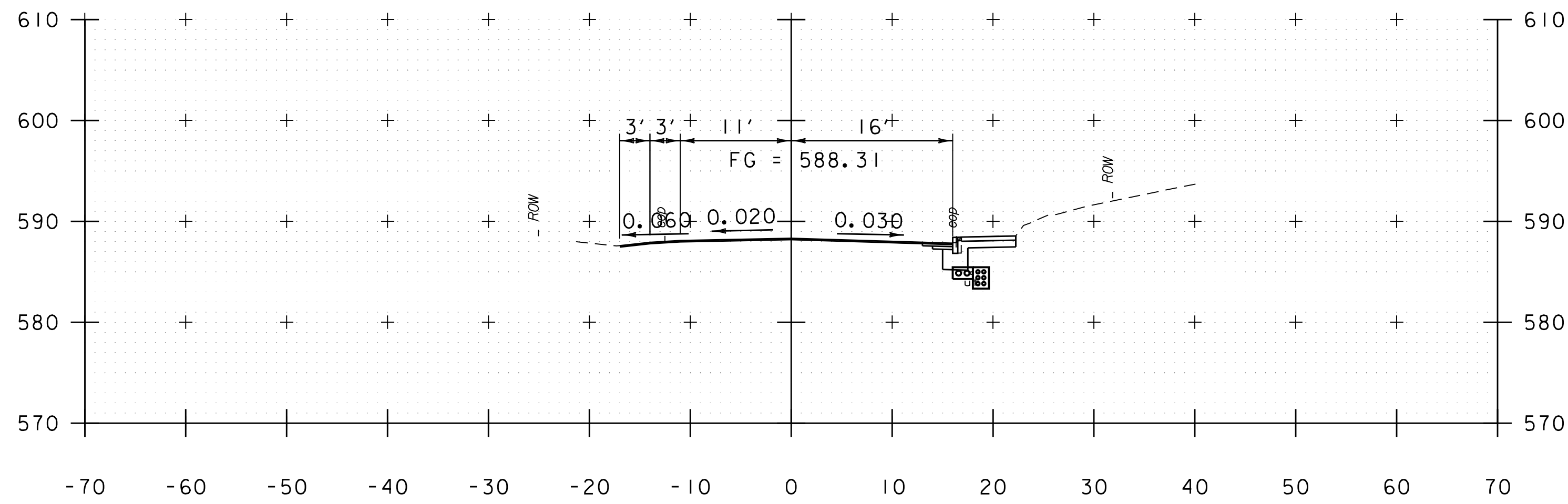


102+75



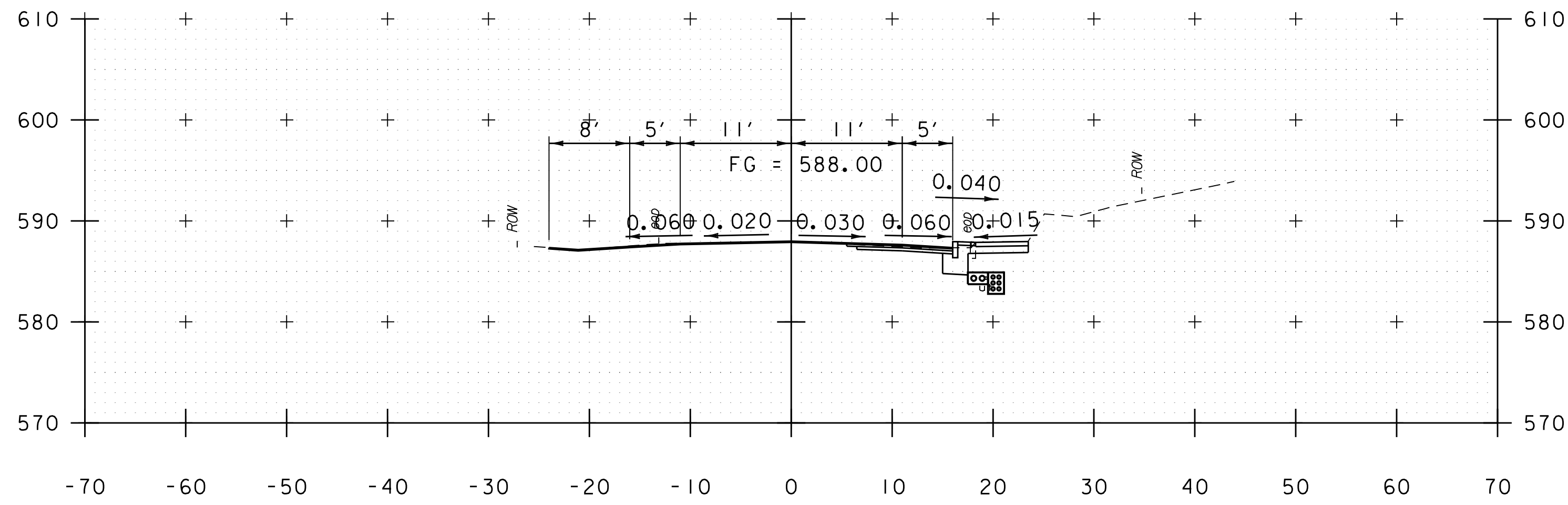
PROJECT NAME:	HARTLAND	FILE NAME:	57790xs.dgn	PLOT DATE:	2/15/2022
PROJECT NUMBER:	STP BPI9(2)	PROJECT LEADER:	J.D. SALADINO	DRAWN BY:	O.M. DARISSE
		DESIGNED BY:	O.M. DARISSE	CHECKED BY:	D.M. PECK
		CROSS SECTIONS (3 OF 4)		SHEET	50 OF 56

END PROJECT  
BEGIN APPROACH  
STA. 104+60.00

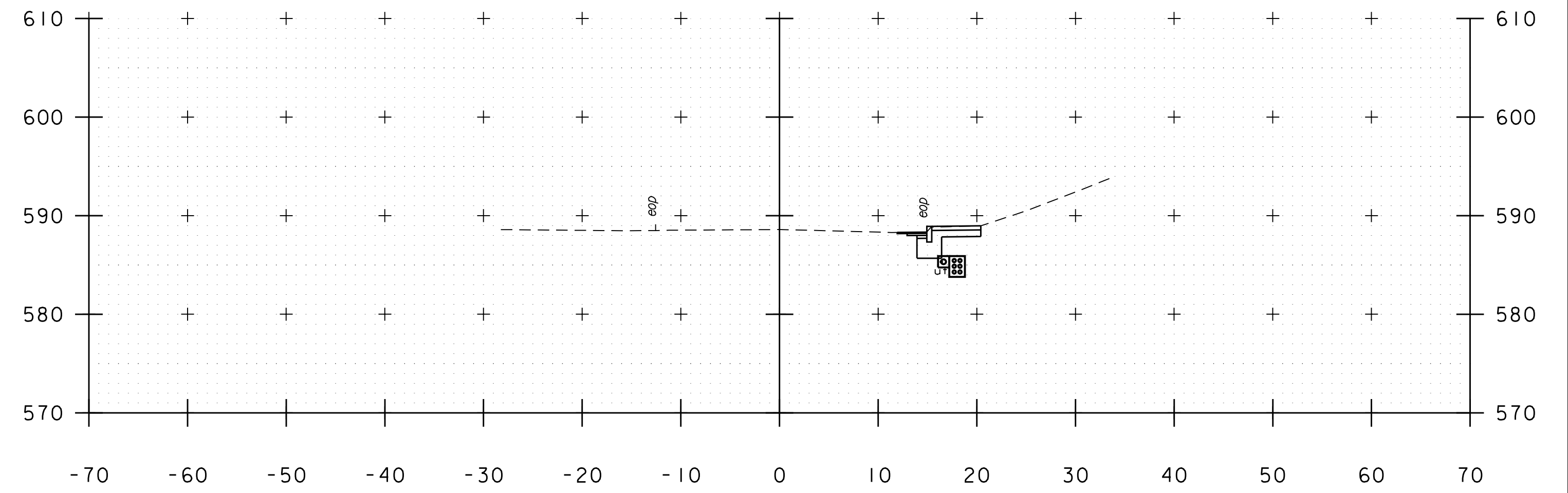


104+50

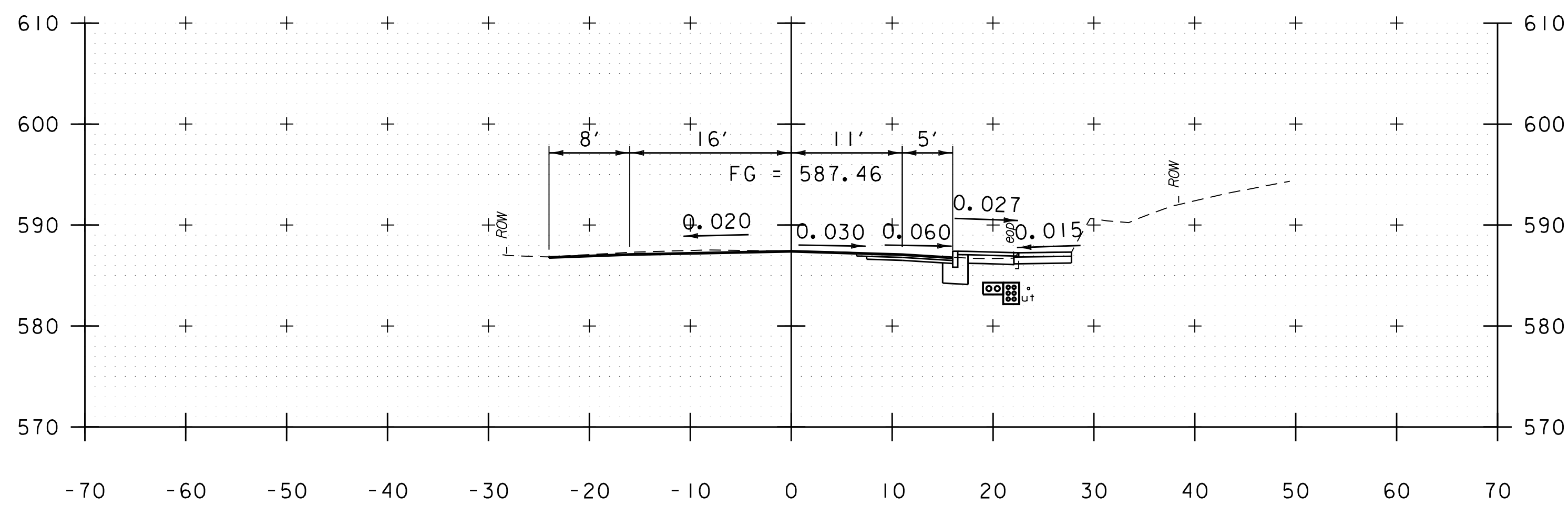
END APPROACH  
STA. 105+15.00



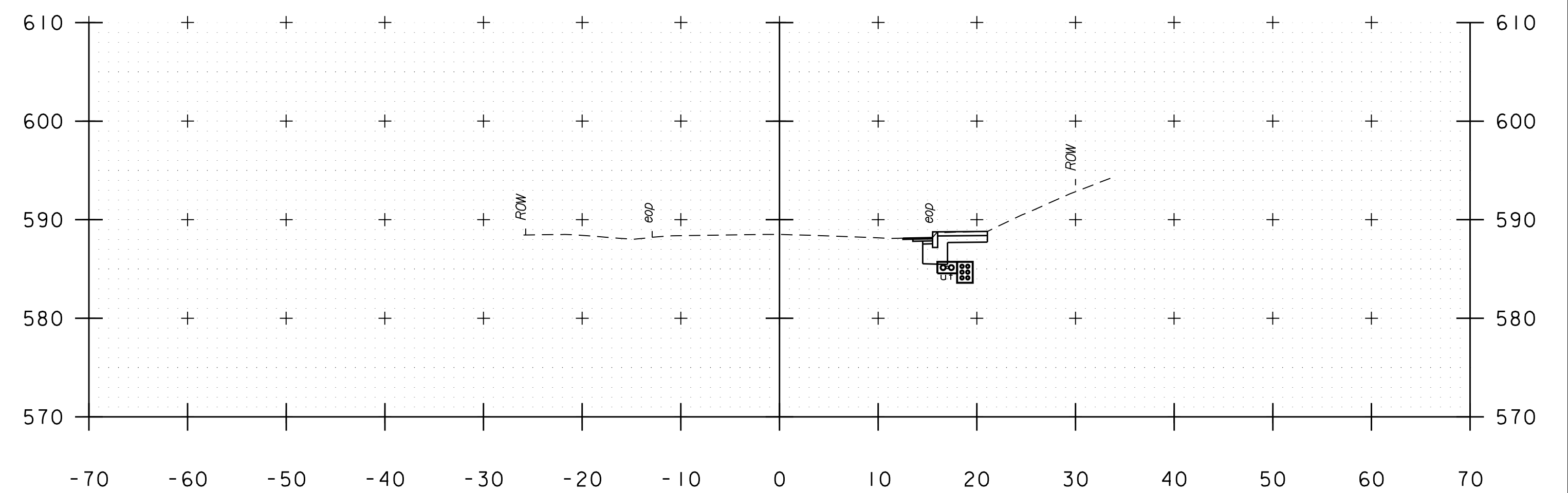
104+25



105+00

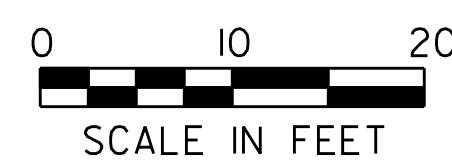


104+00



104+75

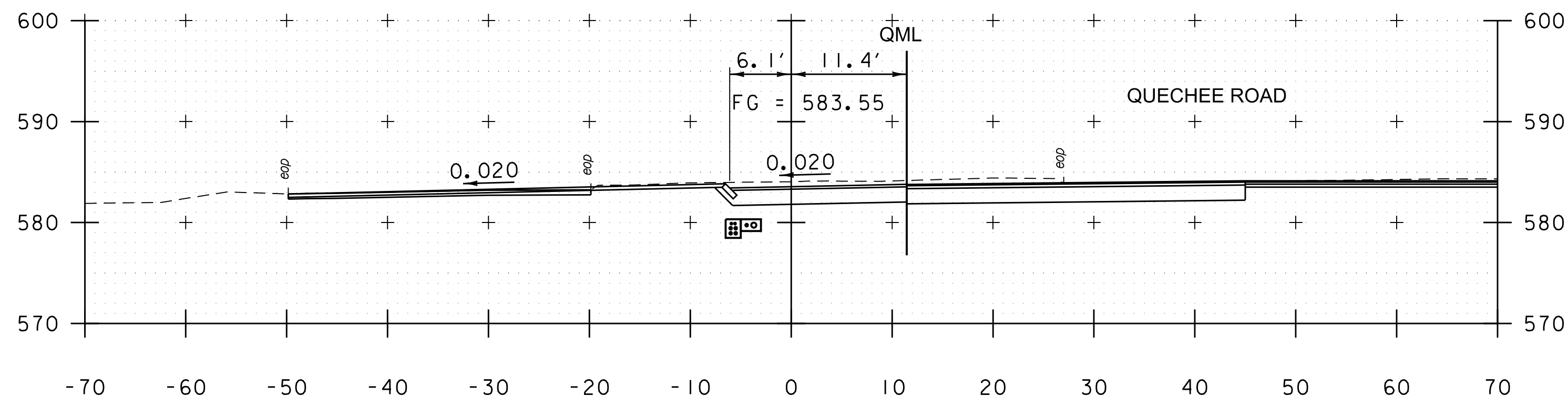
VT 12 (SKUNK HOLLOW RD) TO US 5



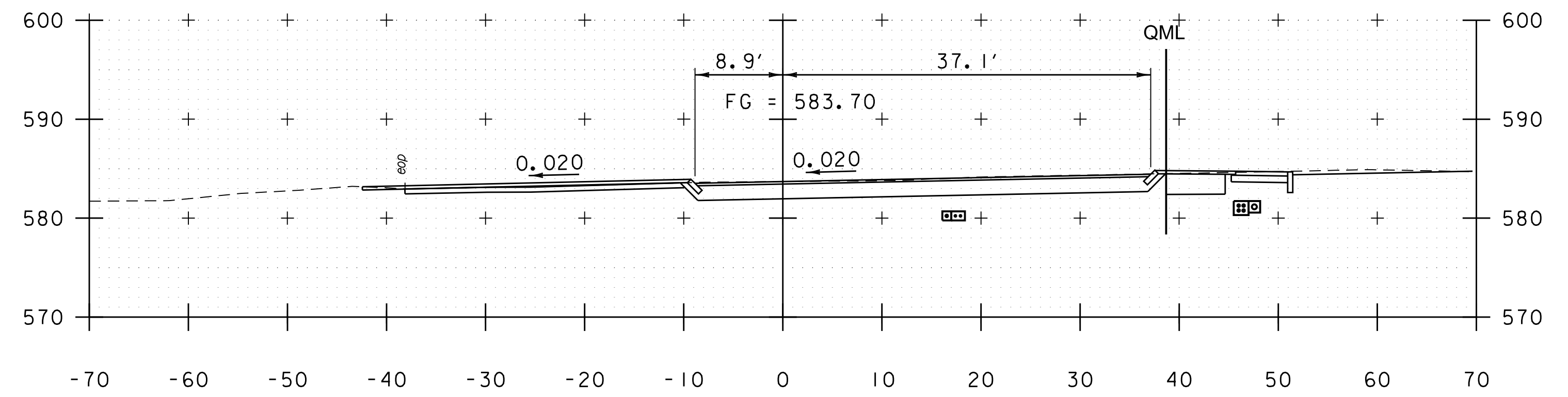
PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BP19(2)

FILE NAME: 57790xs.dgn  
PROJECT LEADER: J.D. SALADINO  
DESIGNED BY: O.M. DARISSE  
CROSS SECTIONS (4 OF 4)

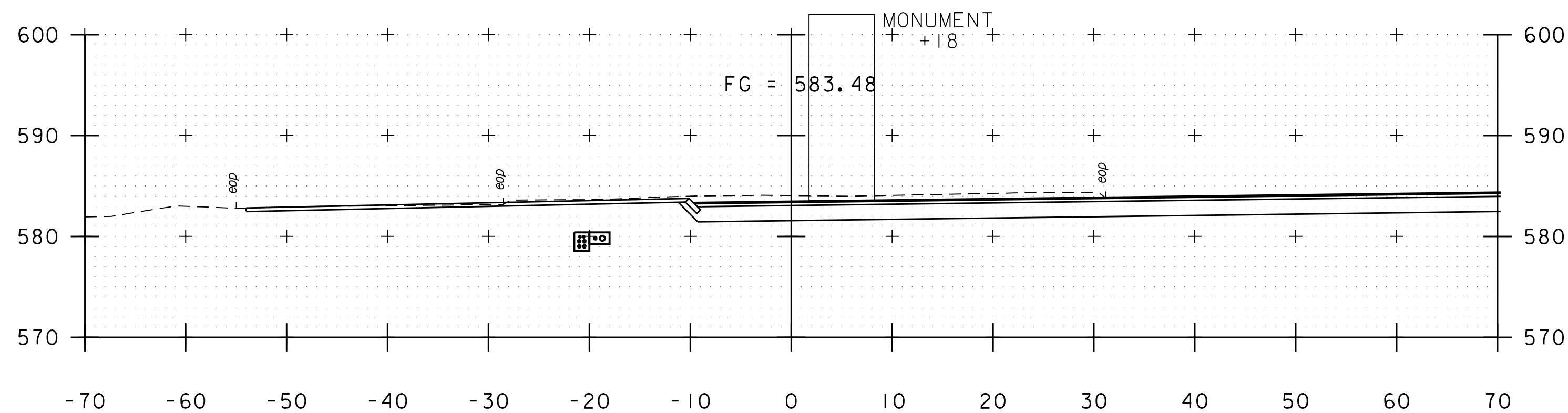
PLOT DATE: 2/15/2022  
DRAWN BY: O.M. DARISSE  
CHECKED BY: D.M. PECK  
SHEET 51 OF 56



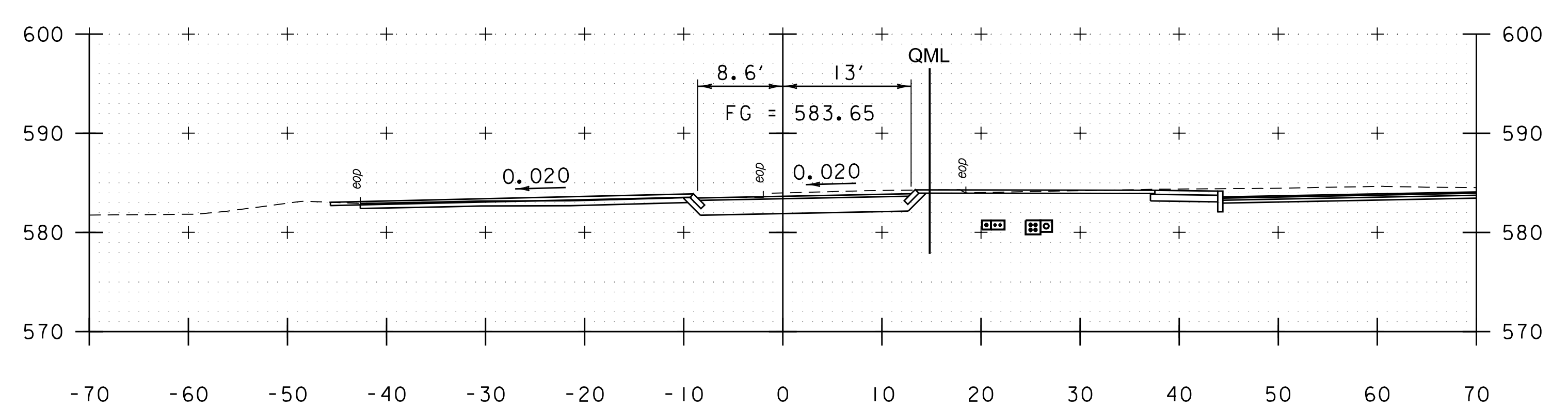
MATCH ROADWAY GRADE STA. 3+15.00  
3+20



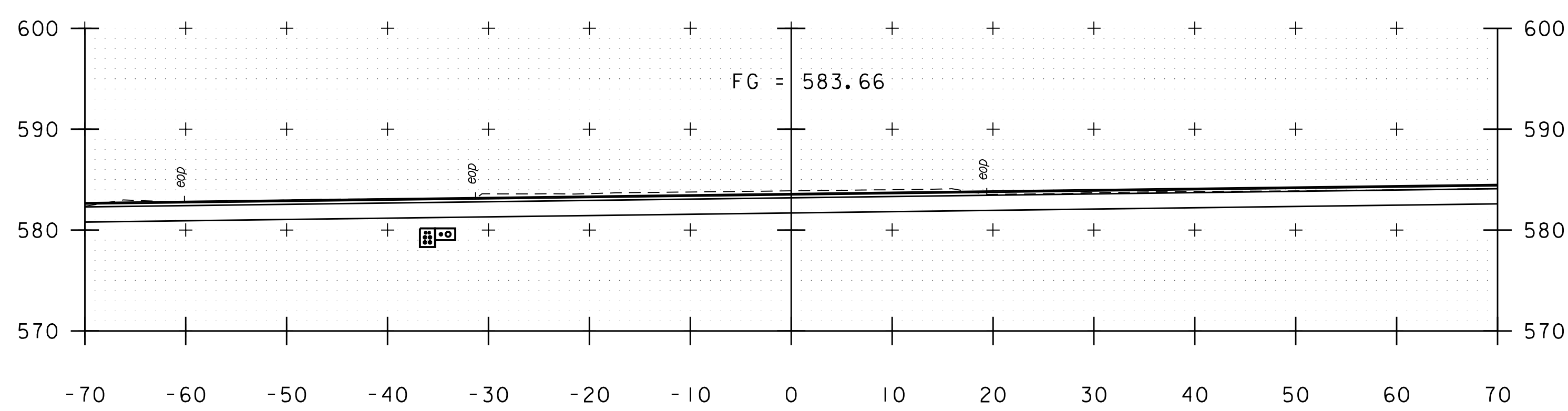
3+50



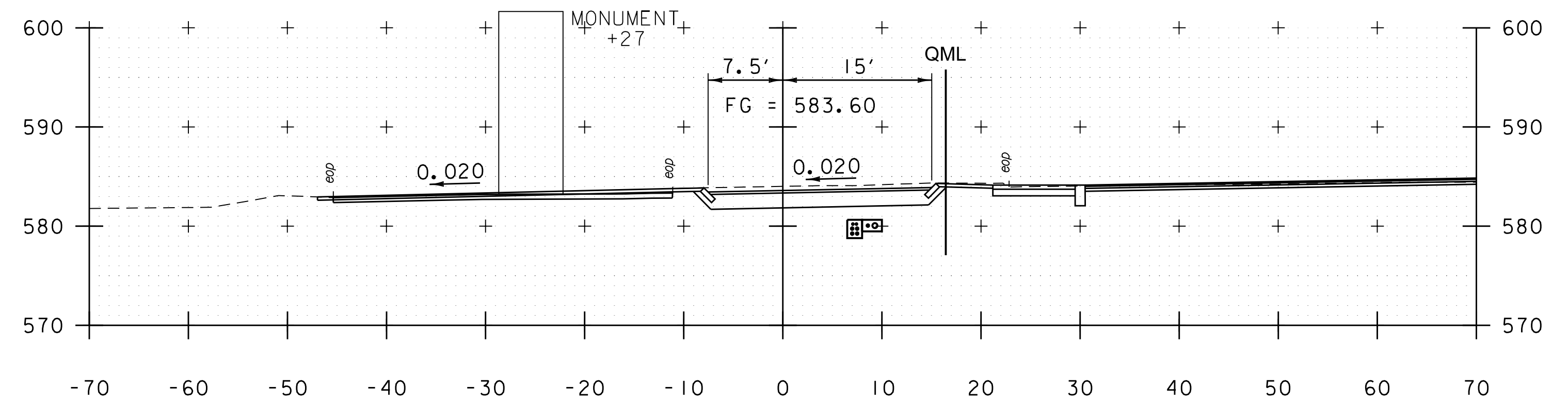
3+10



3+40



3+00



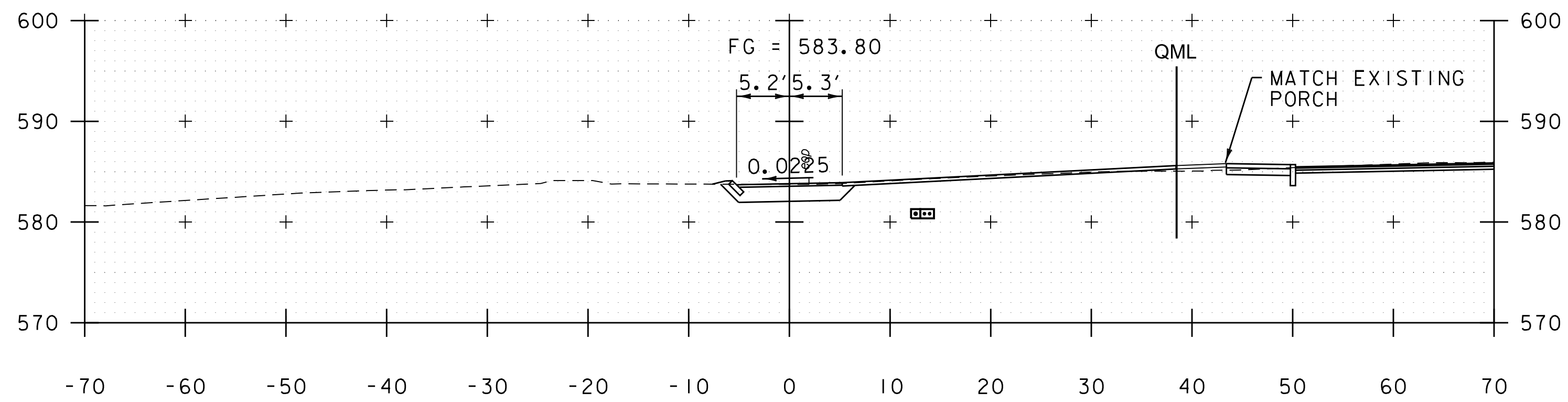
3+30



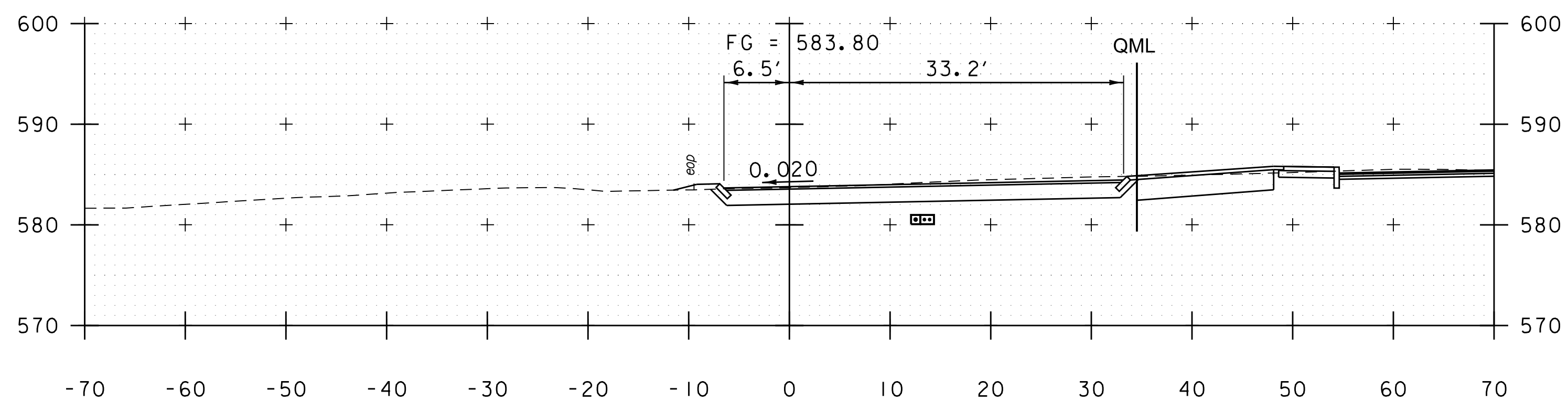
PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790xs.dgn  
PROJECT LEADER: J.D. SALADINO  
DESIGNED BY: O.M. DARISSE  
PARKING LOT CROSS SECTIONS (1 OF 2)

PLOT DATE: 2/15/2022  
DRAWN BY: O.M. DARISSE  
CHECKED BY: D.M. PECK  
SHEET 52 OF 56

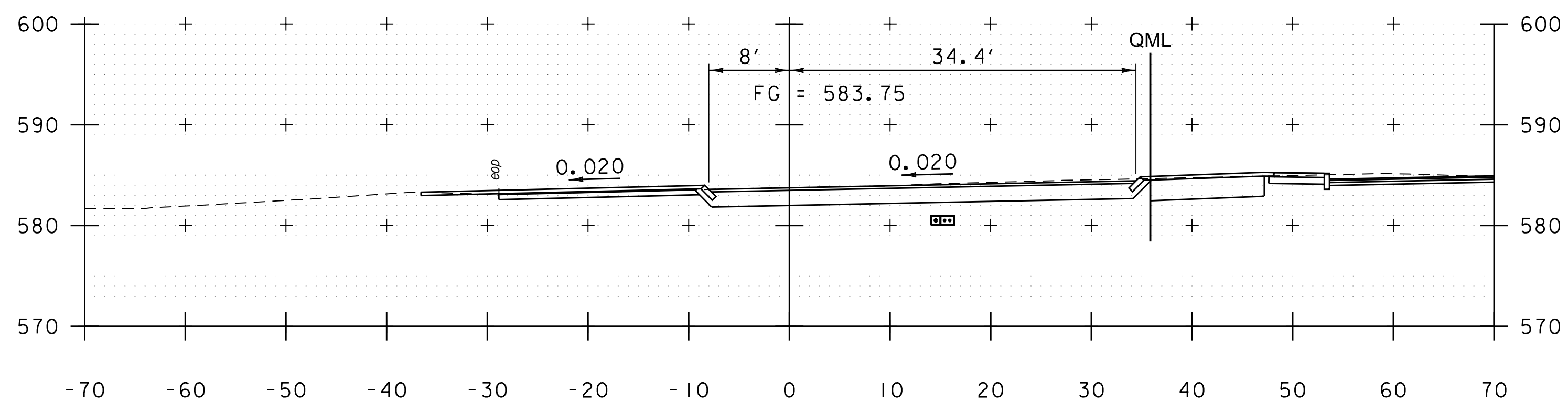


3+80

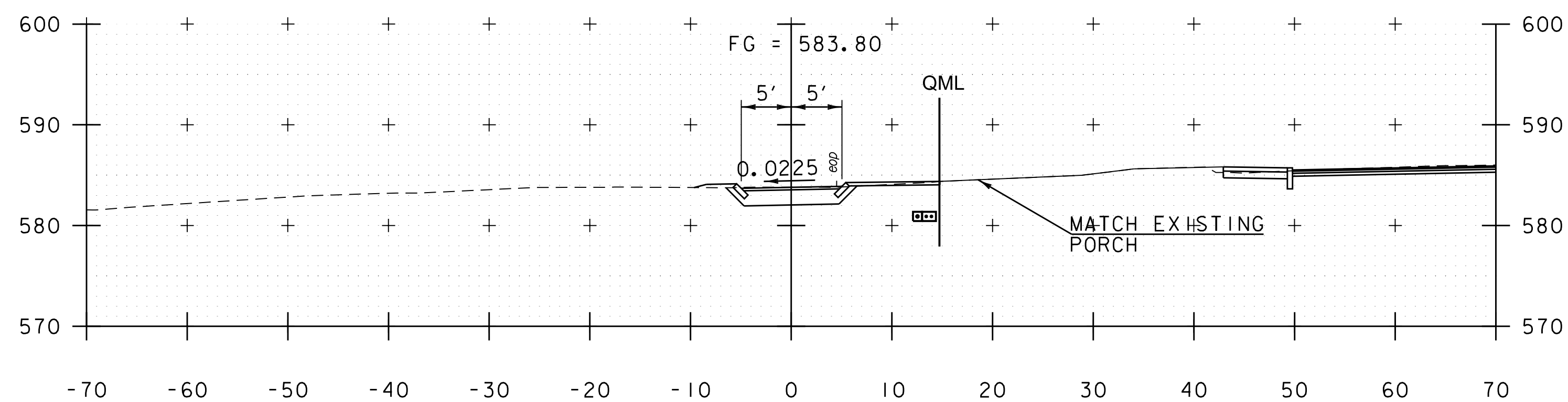


3+70

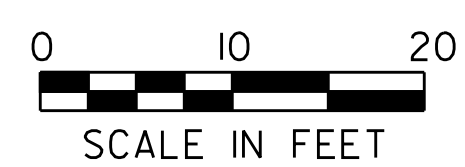
MATCH EXISTING DRIVEWAY  
STA 3+83.6



3+60



3+82

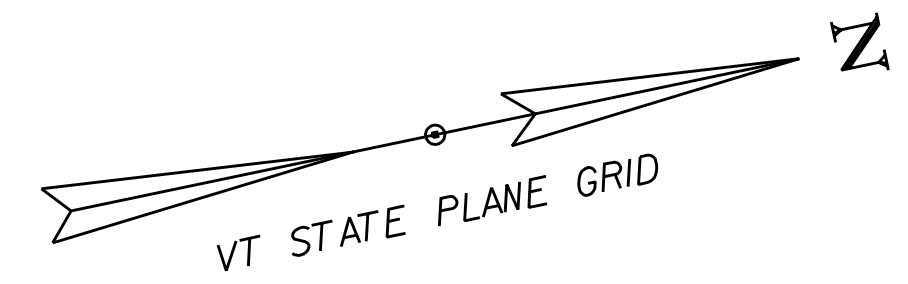


PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

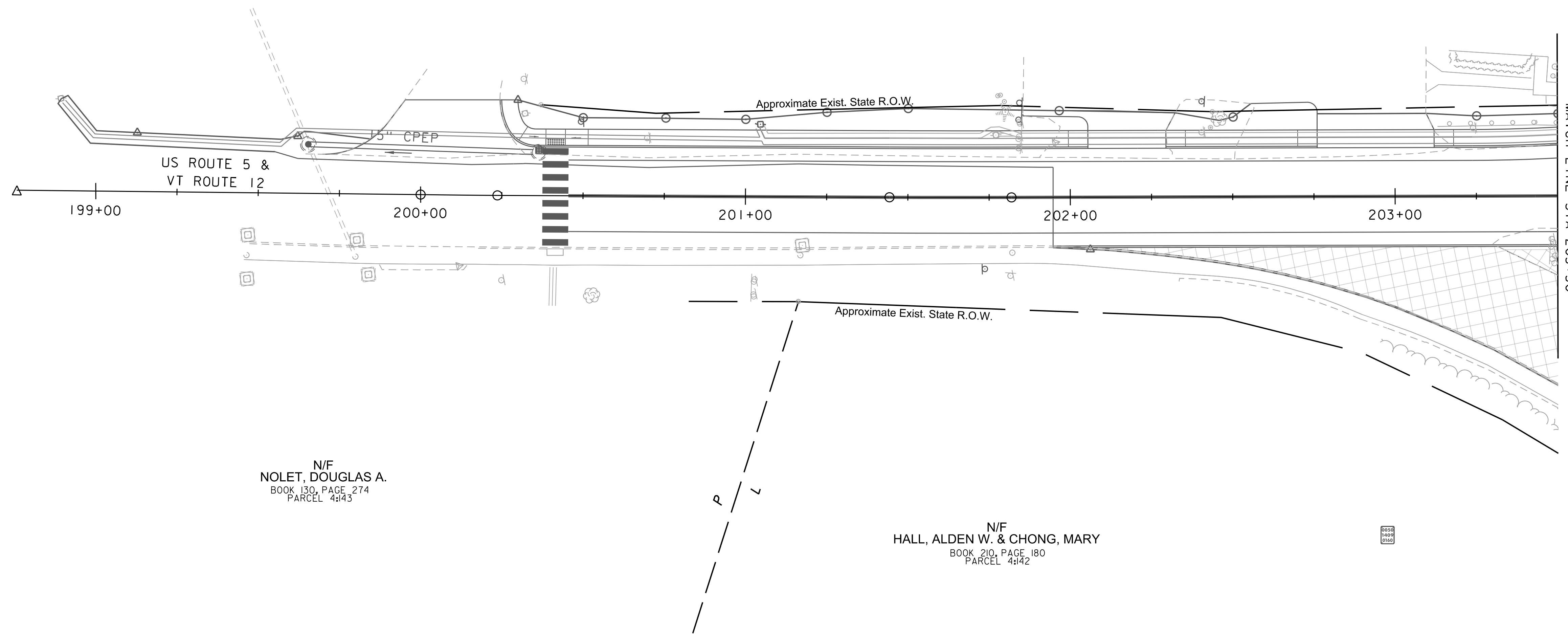
FILE NAME: 57790xs.dgn  
PROJECT LEADER: J.D. SALADINO  
DESIGNED BY: O.M. DARISSE  
PARKING LOT CROSS SECTIONS (2 OF 2)

PLOT DATE: 2/15/2022  
DRAWN BY: O.M. DARISSE  
CHECKED BY: D.M. PECK  
SHEET 53 OF 56





N/F  
GAUCHE  
ENTERPRISES, LLC  
BOOK 208, PAGES 641-617  
PARCEL 4:84  
(PARCEL 1)



N/F  
NOLET, DOUGLAS A.  
BOOK 130, PAGE 274  
PARCEL 4:143

N/F  
HALL, ALDEN W. & CHONG, MARY  
BOOK 210, PAGE 180  
PARCEL 4:142

**FOR R.O.W.  
USE ONLY**

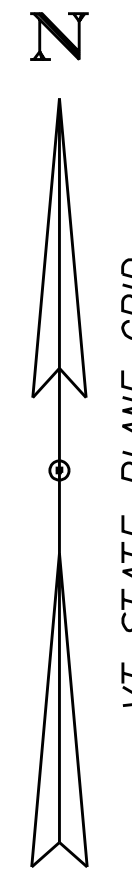
LINES SHOWN ON THIS PLAN AS EXISTING  
PROPERTY LINES P/L ARE BELIEVED TO  
BE ACCURATE BUT SHOULD NOT BE RELIED  
UPON FOR PURPOSES UNRELATED TO THE  
ACQUISITION OF LAND AND RIGHTS FOR  
THIS PROJECT.

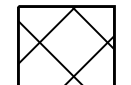



PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

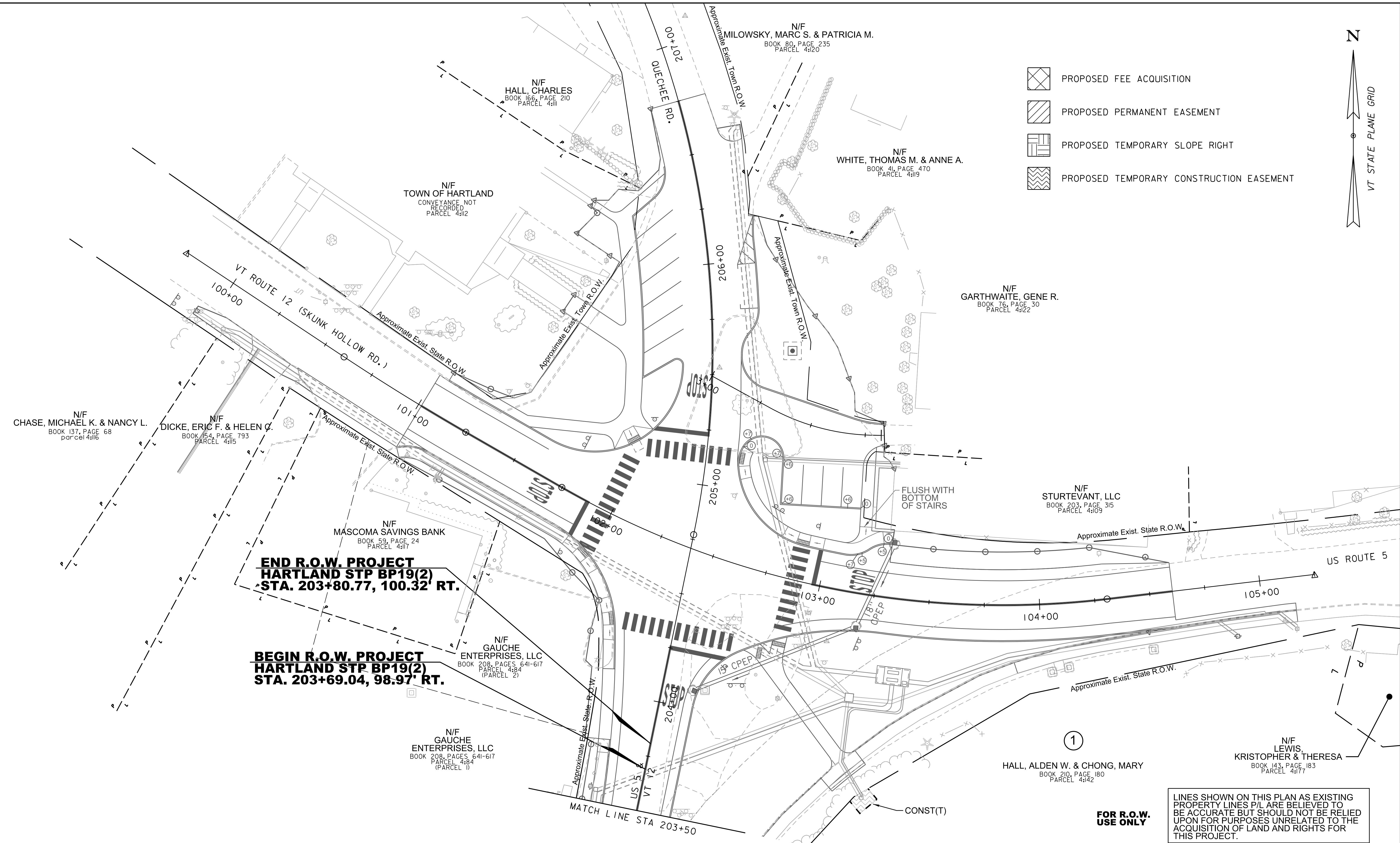
FILE NAME: 57790BDR.ROW.dgn  
PROJECT LEADER: D.M. PECK  
DESIGNED BY: B.M. ROBERTS  
RIGHT-OF-WAY LAYOUT (SHEET 1 OF 2)

PLOT DATE: 2/15/2022  
DRAWN BY: B.M. ROBERTS  
CHECKED BY: D.M. PECK  
SHEET 55 OF 56





-  PROPOSED FEE ACQUISITION
-  PROPOSED PERMANENT EASEMENT
-  PROPOSED TEMPORARY SLOPE RIGHT
-  PROPOSED TEMPORARY CONSTRUCTION EASEMENT

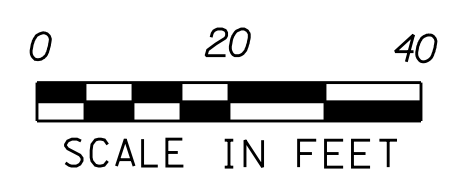


**END R.O.W. PROJECT  
HARTLAND STP BP19(2)  
STA. 203+80.77, 100.32' RT.**

**BEGIN R.O.W. PROJECT  
HARTLAND STP BP19(2)  
STA. 203+69.04, 98.97' RT.**

LINES SHOWN ON THIS PLAN AS EXISTING PROPERTY LINES P/L ARE BELIEVED TO BE ACCURATE BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE ACQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.

**FOR R.O.W. USE ONLY**



PROJECT NAME: HARTLAND  
PROJECT NUMBER: STP BPI9(2)

FILE NAME: 57790BDR.R0W.dgn	PLOT DATE: 2/15/2022
PROJECT LEADER: D.M. PECK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: D.M. PECK
RIGHT-OF-WAY LAYOUT (SHEET 2 OF 2)	SHEET 56 OF 56