

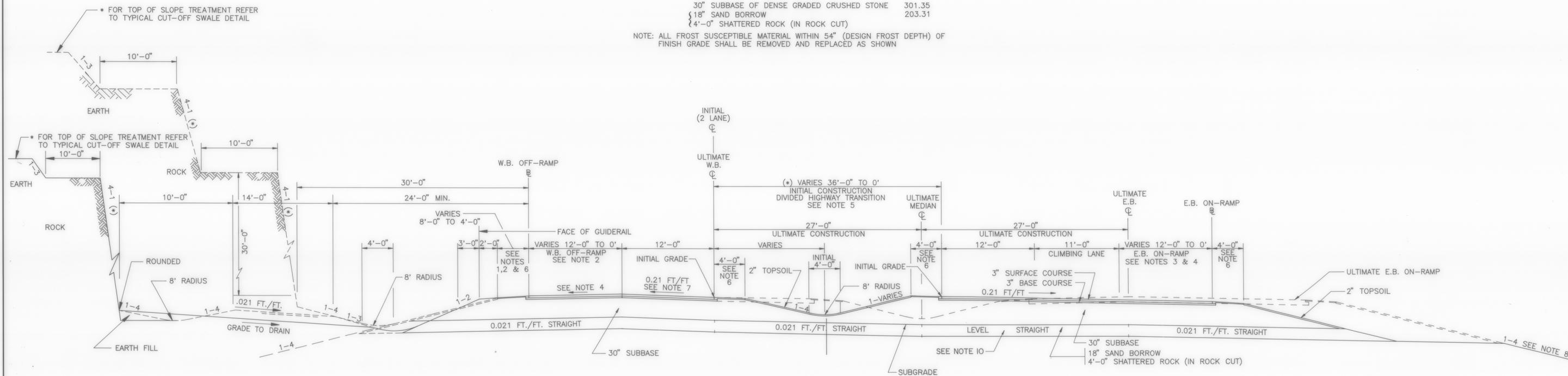
# TYPICAL SECTION - MAINLINE CHITTENDEN COUNTY CIRCUMFERENTIAL HIGHWAY

PAVEMENT: 6" BITUMINOUS CONCRETE PAVEMENT  
1-1/4" TYPE III WEARING COURSE  
1-3/4" TYPE II BINDER COURSE  
3" TYPE I BASE COURSE

ITEM NUMBERS  
406.25

SHOULDERS: 1-1/4" TYPE III WEARING COURSE  
30" SUBBASE OF DENSE GRADED CRUSHED STONE 301.35  
18" SAND BORROW 203.31  
4'-0" SHATTERED ROCK (IN ROCK CUT)

NOTE: ALL FROST SUSCEPTIBLE MATERIAL WITHIN 54" (DESIGN FROST DEPTH) OF FINISH GRADE SHALL BE REMOVED AND REPLACED AS SHOWN



\* ROCK SLOPES AS NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER (REFER TO STANDARD SHEET A-62) SLOPE HEIGHT MEASURED FROM SHOULDER POINT

## INITIAL ROUTE 289 TAPER EAST OF ROUTE 2A INTERCHANGE - MAXIMUM BANKED SECTION STA. 443+00 TO STA. 465+00

- NOTES:
- 1.) MAINTAIN 8'-0" SHOULDER THROUGH JUNCTION OF W.B. OFF-RAMP. REFER TO CROSS SECTIONS AND PLAN FOR SHOULDER TO GORE TRANSITION.
  - 2.) BEGIN 12'-0" W.B. OFF-RAMP STA. 450+00. MAINTAIN FULL-WIDTH RAMP THROUGH STA. 463+00. TAPER FROM 12'-0" W.B. OFF-RAMP TO 0' AT STA. 465+00. TRANSITION FROM 4'-0" SHOULDER AT STA. 463+00 TO 8'-0" SHOULDER AT 465+00.
  - 3.) BEGIN 12'-0" E.B. ON-RAMP STA. 445+35. MAINTAIN FULL-WIDTH RAMP THROUGH STA. 448+00. TAPER FROM 12'-0" E.B. ON-RAMP TO 0' THROUGH STA. 451+00.
  - 4.) CROSS SLOPE VARIES THROUGH E.B. ON-RAMP & W.B. OFF-RAMP JUNCTIONS. REFER TO SUPERELEVATION TABLES AND CROSS-SECTIONS FOR TRANSITION RATES
  - 5.) END DIVIDED HIGHWAY TRANSITION (D.H.T.) MEDIAN/DITCH DETAIL AT STA. 455+00. STA. 455+00 BEGIN DIVIDED HIGHWAY TRANSITION (D.H.T.) FULL DEPTH ASPHALT GORE. END FULL DEPTH ASPHALT GORE AT STA. 461+00. REFER TO PLAN AND CROSS SECTIONS FOR SPECIFICS.
  - 6.) ALL SHOULDERS LESS THAN 8'-0" WIDE WILL BE BANKED THE SAME AS THE ADJOINING PAVEMENT UNLESS OTHERWISE NOTED. ALL 8'-0" SHOULDERS WILL BE AT A MAXIMUM CROSS SLOPE OF -0.063 FT/FT. IN BANKED SECTIONS MAXIMUM CROSS SLOPE DIFFERENCE AT THE SHOULDER/PAVEMENT JUNCTION WILL BE .07 FT/FT
  - 7.) SUPERELEVATION TRANSITION TO E.B. & W.B. MAINLINE TO MAXIMUM BANK THROUGH STATION 444+50. CONTINUE FULL BANK THROUGHOUT SECTION.
  - 8.) ENHANCED EMBANKMENT TO BE USED WHERE GUARD RAIL IS ELIMINATED. REFER TO TYPICAL SECTION FOR STA. 427+00 TO STA. 433+00 FOR ENHANCED EMBANKMENT CONSTRUCTION DETAILS.
  - 9.) ADDITIONAL ROCK EXCAVATION TO BEGIN AT STA. 447+00.
  - 10.) LEVEL OR VARY TO PROVIDE MIN. STANDARD SUBBASE DEPTH FOR BOTH INITIAL AND ULTIMATE DESIGN PAVEMENT.

DATUM	
VERTICAL	N.G.V.D. 1929
HORIZONTAL	N.A.D. 1927

SURVEYED BY V.S. INC./C.H.A. DATE 1988-90  
DRAWN BY T. KARIS DATE 5/89  
TRACED BY J. LUKOVITS DATE 5/89  
VERMONT ROUTE 289 (F.A.P.)  
TOWN OF ESSEX  
PROJ. WILLISTON- NO. PB 033-1(1)  
COLCHESTER  
SHEET 5 OF 61