

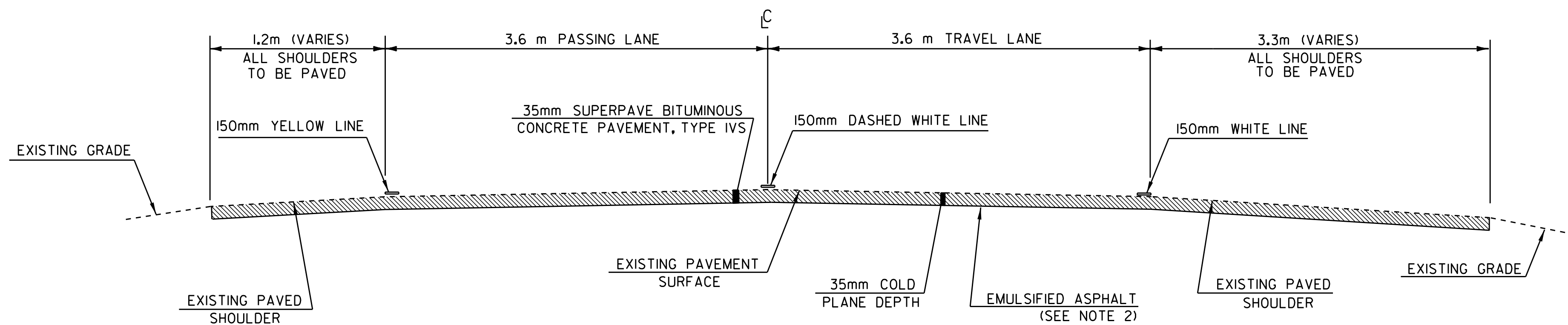
CONVENTIONAL SIGNS

COUNTY LINE	-----
TOWN LINE	-----
LIMITS OF ACCESS	—○—○—○—
POINT OF ACCESS	X
FENCE LINE	—x—x—
STONE WALL	○○○○○○○○○○○○○○○○
TRAVELED WAY	=====
GUARD RAIL	—○—○—○—○—○—
RAILROAD	
SURVEY LINE	—+—+—
CULVERT	—=—=—=—=—
POWER POLE	∅
TELEPHONE POLE	⊙
TREES	⊗ *
CONTROL OF ACCESS	—///—
PROPERTY LINE	=====
R.O.W. TAKING LINE	-----
SLOPE RIGHTS	—○—SR—△—
TOP OF CUT	—△—△—
TOE OF SLOPE	—○—○—

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

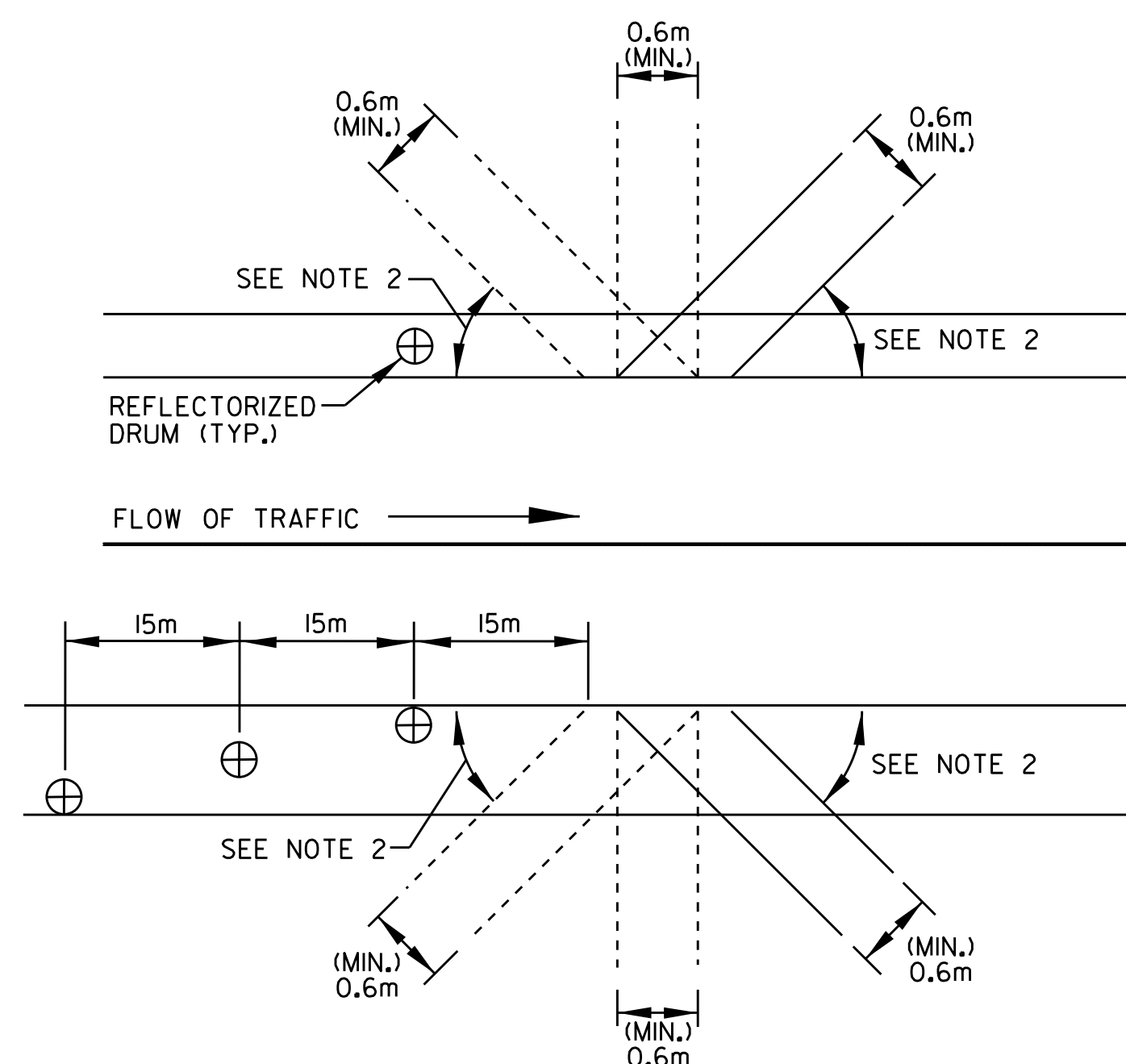
NOTES

1. THE SINGLE PAVEMENT LIFT (WEARING COURSE) SHALL BE TYPE IVS.
2. ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
3. EMULSIFIED ASPHALT SHALL BE APPLIED ON EXISTING PAVEMENT SURFACES, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANNED SURFACES AT THE RATE OF 0.12 L/SM OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 5 mm (TOTAL THICKNESS).
5. COLD PLANING TO BE COMPLETED ACCORDING TO THE TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGINNING/END AND AT ALL RAMP APPROACHES AS DENOTED ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
6. GRASS GROWING ADJACENT TO PAVEMENT, OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE, SHALL BE REMOVED BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
7. ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.12, AGGREGATE SHOULDER (MOD.).
8. ITEM 616.47, BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS WILL BE PAID ONLY WHERE SPECIFIED IN THE PROJECT PLANS OR AT ALL OTHER LOCATIONS DIRECTED BY THE RESIDENT ENGINEER. ALL OTHER BITUMINOUS CONCRETE PAVEMENT WORK, WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS AROUND DRAINAGE/UTILITY STRUCTURES) SHALL BE PAID FOR AT THE CONTRACT PRICE FOR ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
9. AREAS ADJACENT TO THE SHOULDER, WHERE EXISTING GUARDRAIL IS BEING RETAINED, THAT HAVE BUILT UP EXCESS MATERIAL ARE TO BE GRADED IN ORDER TO ALLOW THE SHOULDER TO DRAIN, PAYMENT IS UNDER ITEM 203.99, SHOULDER BERM REMOVAL.
10. ESTIMATED QUANTITIES OF ITEM 608.25, EXCAVATOR RENTAL AND 608.37, TRUCK RENTAL HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL FLARES WITH EARTH BORROW. THE GUARDRAIL FLARES SHALL BE CAPPED WITH AN ESTIMATED 75mm DEPTH OF AGGREGATE SHOULDER MATERIAL (MOD.), OR AS DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 TONS OF AGGREGATE SHOULDER MATERIAL (MOD.) AND 20 CUBIC METERS OF EARTH BORROW FOR EACH GUARDRAIL TERMINAL.
11. THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ADJACENT TO EXISTING DROP INLETS. ANY DAMAGE WHICH OCCURS TO THESE DRAINAGE STRUCTURES AS A RESULT OF THESE OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE STATE OF VERMONT.



MAINLINE TYPICAL SECTION NORTHBOUND

STA 100+584.00 TO 114+995.68



BLEEDER DETAIL

NOTES:

1. BLEEDERS ARE TO BE CUT WHILE COLD PLANING, AT LOCATIONS SPECIFIED BY THE RESIDENT ENGINEER.
2. ANGLE BLEEDERS TO BEST ACCEPT WATER FLOW.
3. CUT ALL BLEEDERS TO THE DEPTH OF COLD PLANING AND GRADE TO DRAIN. PAYMENT INCIDENTAL TO ITEM 210.10.
4. BLEEDERS ARE TO BE FILLED DURING PAVING WITH ITEM 490.30 OR AS DESIGNATED BY THE RESIDENT ENGINEER.
5. REFLECTORIZED DRUMS MUST BE PLACED AS SHOWN TO WARN MOTORISTS OF THE GAP IN THE SHOULDER.
6. BLEEDERS ARE NOT REQUIRED IF THE COLD PLANNED AREAS ARE PAVED BACK THE SAME DAY.

CONSERVATION SEED MIX

RURAL AREA - SEED MIXTURE				
% WT.	kg/ha.	NAME	PUR. %	GERM. %
37.14	26.0	CREeping RED FESCUE		98
37.14	26.0	TALL FESCUE		95
5.71	4.0	RED TOP		95
14.30	10.0	BIRDSFOOT TREFOL		98
5.71	4.0	ANNUAL RYEGRASS		95
100.0	70.0			

SEED MIXTURE:
SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY MASS AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

SEED:
TO BE APPLIED PER SEEDING FORMULA OR AS DIRECTED BY THE RESIDENT ENGINEER.

FERTILIZER:
FORMULA 10-20-10 TO BE USED WITH SEED, APPLIED AT THE RATE OF 560 kg/ha (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).

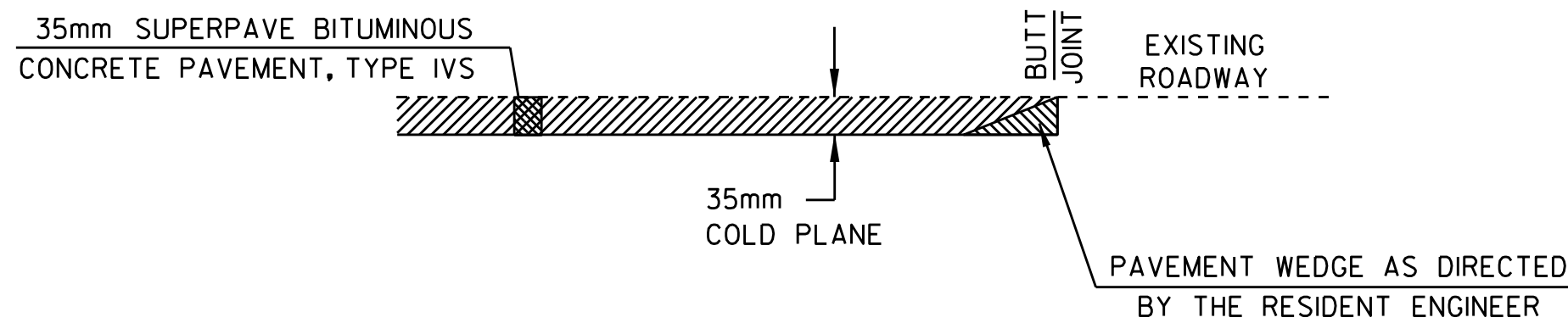
AGRICULTURAL LIMESTONE:
TO BE APPLIED AT THE RATE OF 4.5 tons/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

HAY MULCH:
TO BE APPLIED ON EARTH SLOPES AT THE RATE OF 4.5 tons/ha, OR AS DIRECTED BY THE RESIDENT ENGINEER.

TOPSOIL:
TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER.

PROJECT TYPICAL SHEET #1

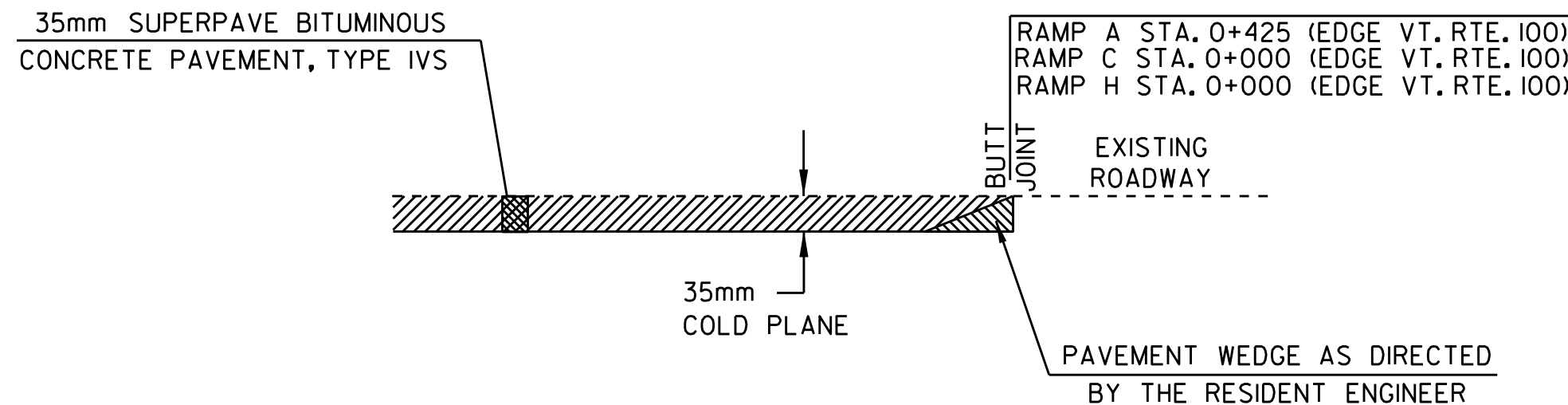
DESIGNED BY LFW DATE 10-02
 DRAWN BY LFW DATE 10-02
 DESIGN FILE NO./pave/03a040A/03a040A.dgn
 PRF FILE p03a040A+yl.i DATE 10-02-2011
 PLOT FILE 031-OCT-2011 16:04
 PROJ. NAME **WATERBURY - BOLTON**
 PROJ. NO. **IM 089-2(33)**
 SHEET **2** OF **16** SHEETS



MAINLINE APPROACH AREA DETAIL

LOCATION

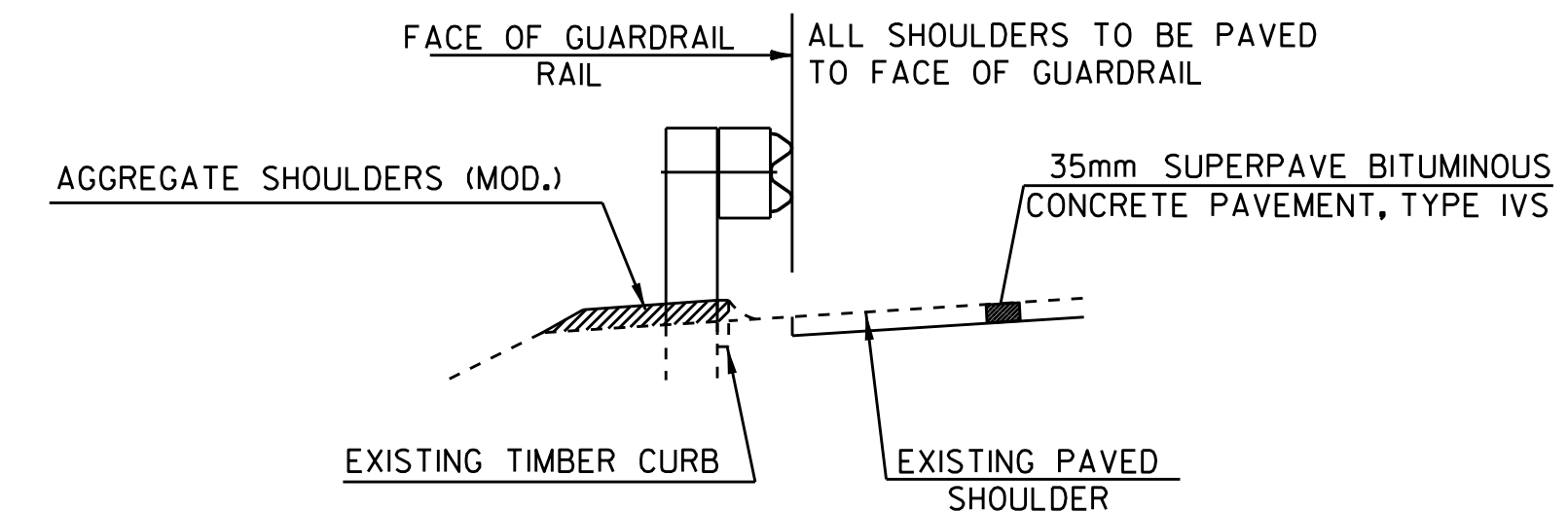
STA 100+584.00 - BEGINNING OF PROJECT
STA 114+995.68 - END OF PROJECT



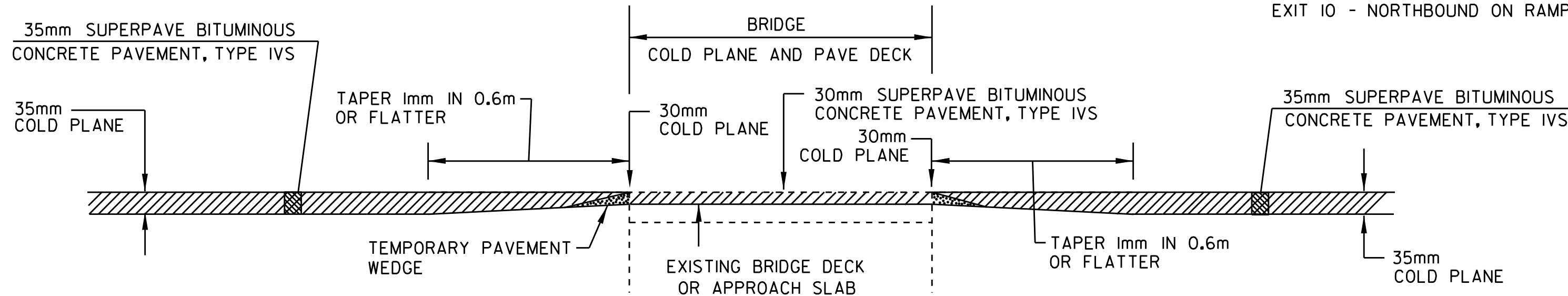
RAMP APPROACH AREA DETAIL

LOCATION

EXIT 10 - NORTHBOUND OFF RAMP (RAMP A)
EXIT 10 - NORTHBOUND ON RAMP (RAMPS C & H)



- TYPICAL SECTION AT GUARDRAIL -
(EXISTING STEEL BEAM W/TIMBER CURBING)



COLD PLANE DETAIL BRIDGES

NORTHBOUND

BRIDGE #46-A, INTERCHANGE #10, RAMP A STA. 0+194
BRIDGE #46-N, STA 102+244.25 (MM 63.532)

NOTES: REFER TO SHEET 4 FOR ASPHALTIC PLUG JOINT LOCATIONS AND DETAILS.

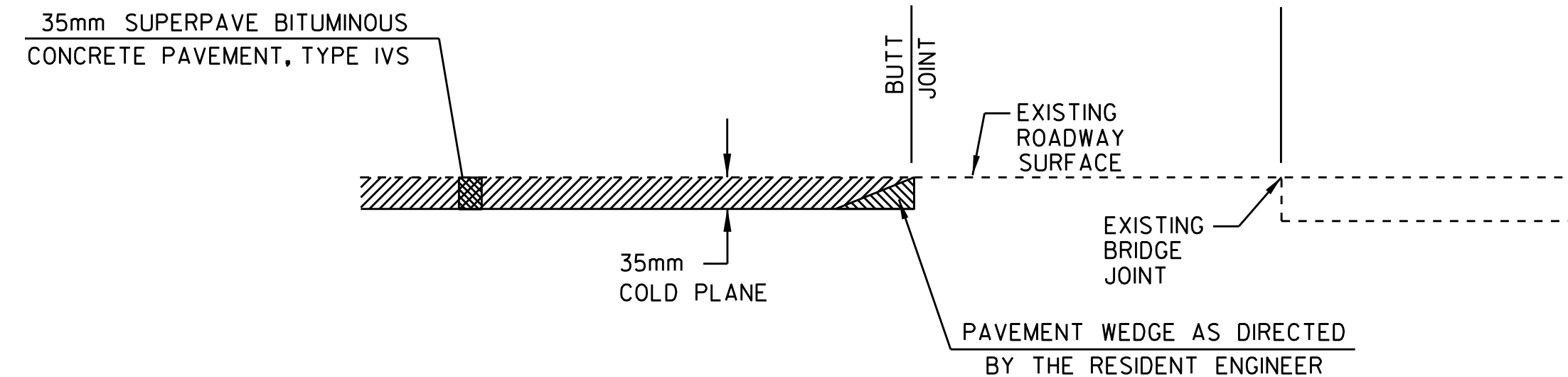
SPECIAL PRECAUTIONS MUST ALSO BE TAKEN DURING THE REMOVAL OF PAVEMENT FROM AREAS ADJACENT TO FINGER OR PLATE JOINTS.

BRIDGES 46-A AND 46-N HAVE DROP INLETS AND/OR DOWNSPOUT OPENINGS LOCATED AT THE CURB LINE. THESE DRAINAGE OPENINGS WILL NOT REQUIRE REHABILITATION OR HEIGHT ADJUSTMENT.

THE CONTACTOR SHALL TAKE PRECAUTIONS TO AVOID THE ACCUMULATION OF DEBRIS IN THE DRAINAGE STRUCTURES LOCATED AT CURB LINE AND IN THE EXPANSION JOINTS. THE CONTRACTOR SHALL EXAMINE THESE BRIDGE FEATURES ON A REGULAR BASIS TO ENSURE THAT DEBRIS HAS NOT ACCUMULATED. ANY DEBRIS WHICH IS PRESENT SHALL BE REMOVED BY THE CONTRACTOR AT NO COST TO THE STATE.

SPECIAL PRECAUTIONS MUST BE TAKEN TO PREVENT DAMAGE TO THE EXISTING MEMBRANE ON BRIDGES 46-A AND 46-N.

THE CONTRACTOR SHALL PERFORM COLD PLANING WITH CAUTION AT THESE LOCATIONS. ANY DAMAGE WHICH OCCURS TO THESE MEMBRANES AS A RESULT OF COLD PLANE OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND THE MEMBRANE(S) WILL BE REPAIRED OR REPLACED AT NO COST TO THE STATE.



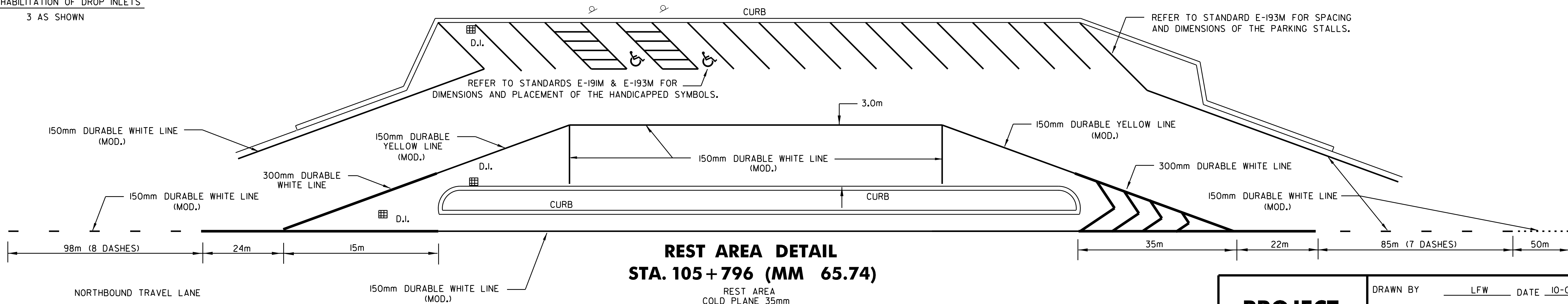
BRIDGE APPROACH AREA DETAIL

LOCATION

BRIDGE #48-N, STA 105+000.55 (MM 65.244)
BRIDGE #49-N, STA 105+209.64 (MM 65.374)
BRIDGE #50-N, STA 107+252.72 (MM 66.644)
BRIDGE #51-N, STA 113+591.04 (MM 70.582)

NOTES: REFER TO SHEET 4 FOR ASPHALTIC PLUG JOINT LOCATIONS AND DETAILS.

REHABILITATION OF DROP INLETS 3 AS SHOWN

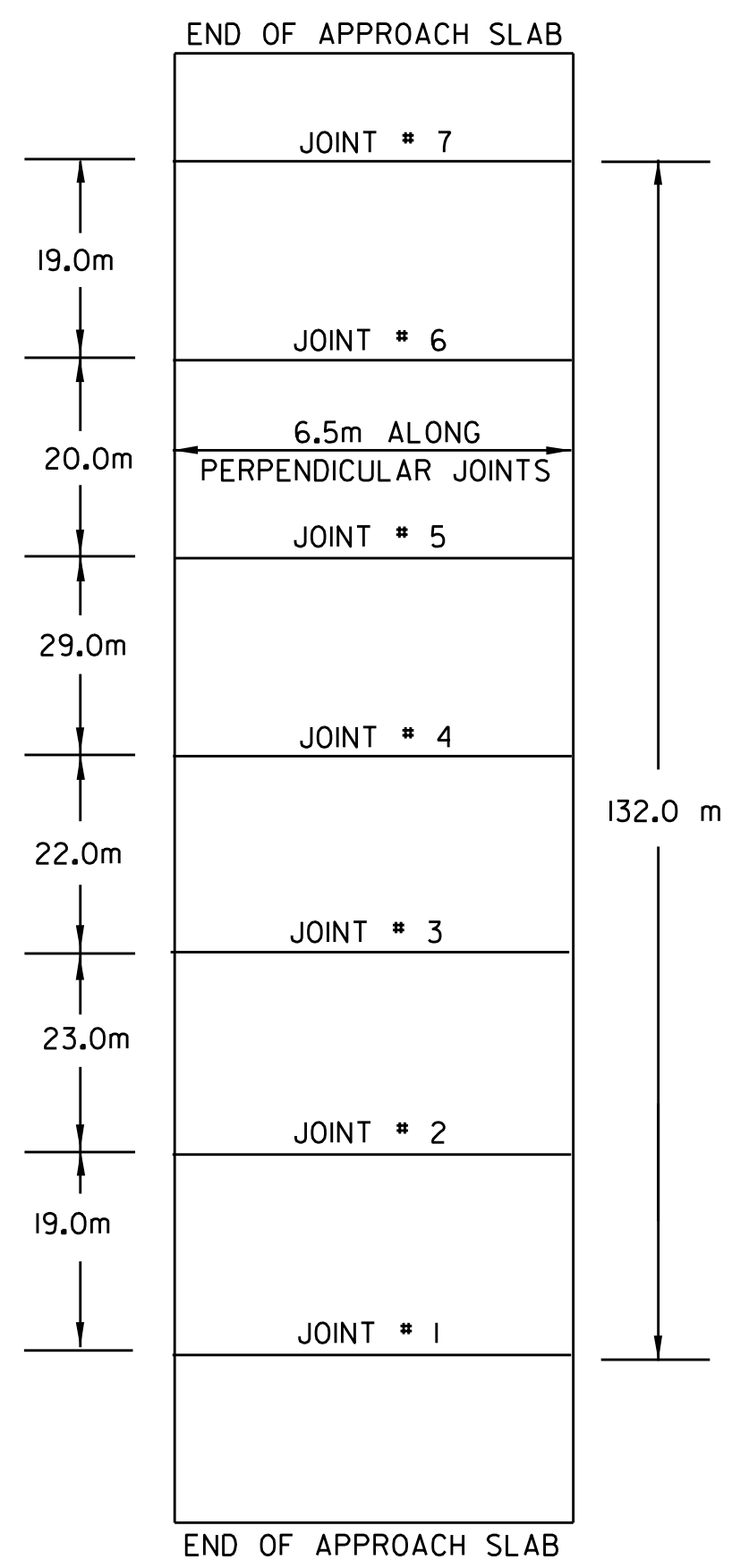


REST AREA DETAIL STA. 105+796 (MM 65.74)

REST AREA
COLD PLANE 35mm
OVERLAY WITH 35mm TYPE IVS

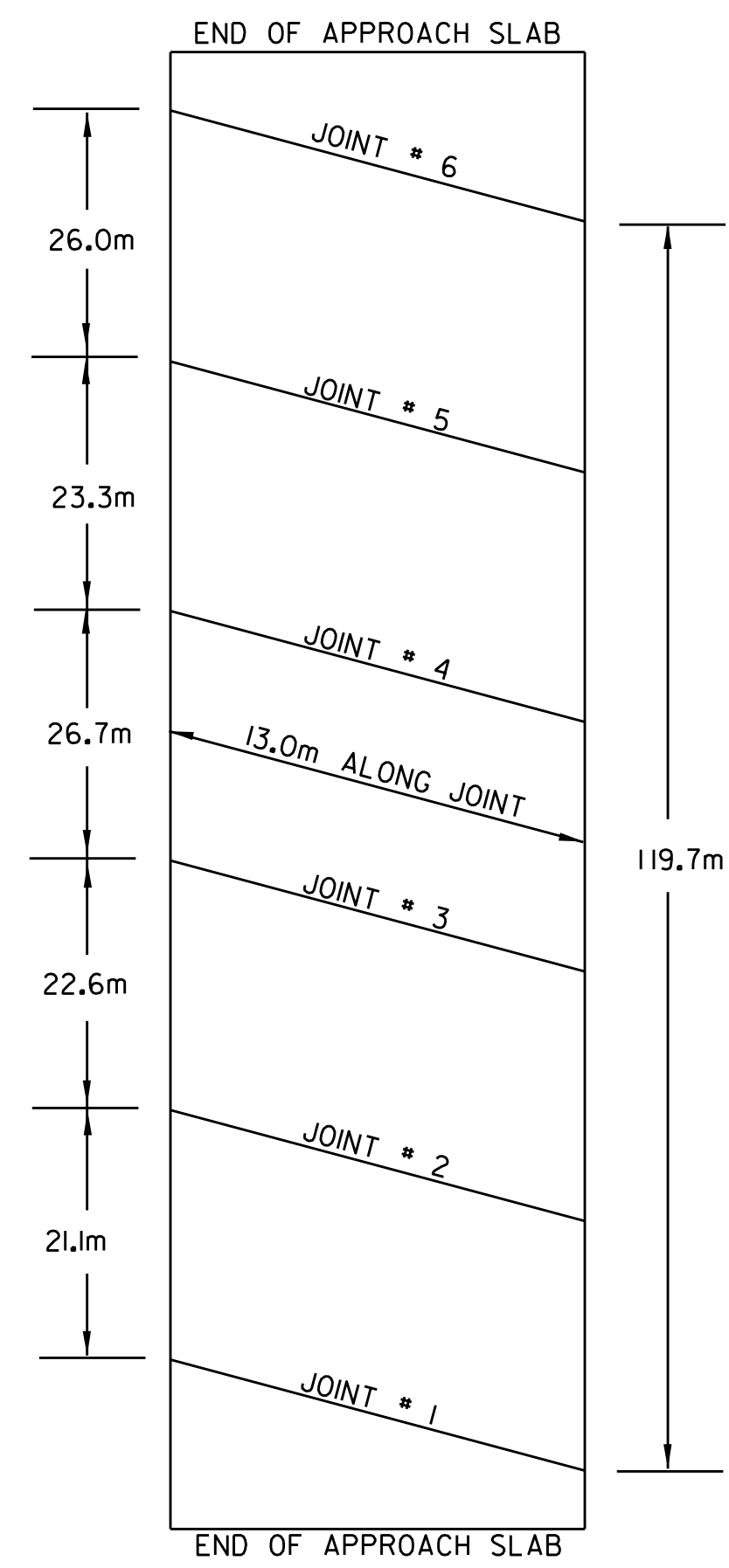
PROJECT TYPICAL SHEET #2

DRAWN BY	LFW	DATE	10-02
DESIGN FILE NO./	pave/03a040A/03a040A.dgn	DATE PLOTTED	31-OCT-2011 16:04
PRJ. NAME	WATERBURY - BOLTON		
PRJ. NO.	IM 089-2(33)		
SHEET	3	OF	16 SHEETS



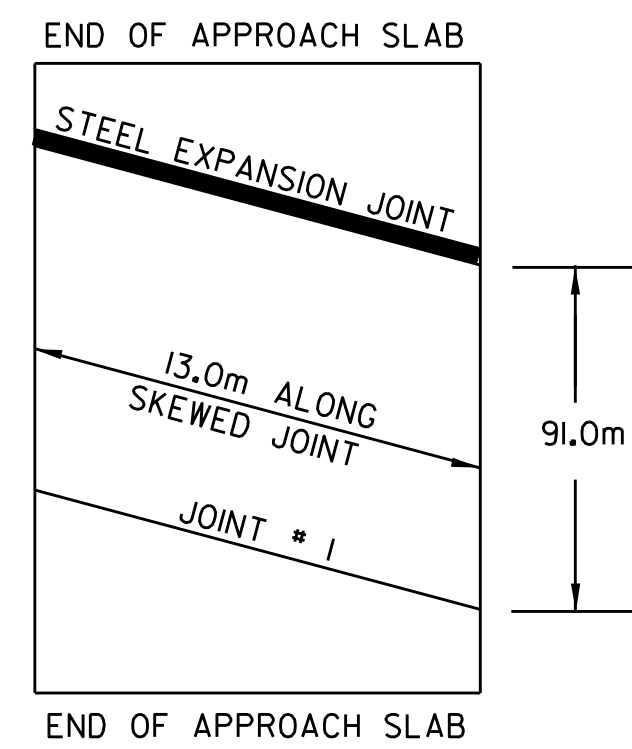
BRIDGE 46-A
RAMP A STA. 0+194
COLD PLANE AND PAVE

JOINT	STATION	LENGTH (m)
1	RAMP A 0+074	6.5
2	RAMP A 0+093	6.5
3	RAMP A 0+116	6.5
4	RAMP A 0+138	6.5
5	RAMP A 0+167	6.5
6	RAMP A 0+187	6.5
7	RAMP A 0+206	6.5
BRIDGE 46-A		45.5
TOTAL LENGTH OF JOINT		



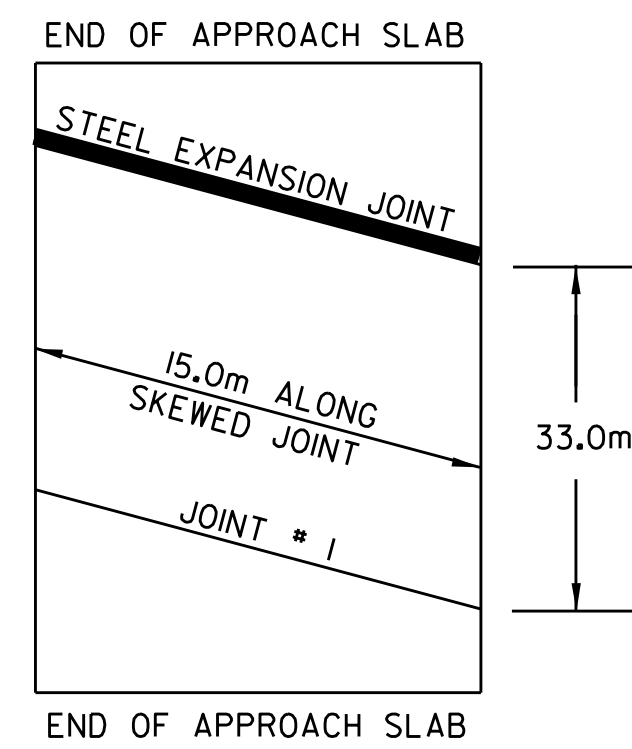
BRIDGE 46-N
STA. 102+244.25 (MM 63.532)
COLD PLANE AND PAVE

JOINT	STATION	LENGTH (m)
1	102+187.2	13.0
2	102+208.3	13.0
3	102+230.9	13.0
4	102+257.7	13.0
5	102+280.9	13.0
6	102+306.9	13.0
BRIDGE 46-N		78.0
TOTAL LENGTH OF JOINT		



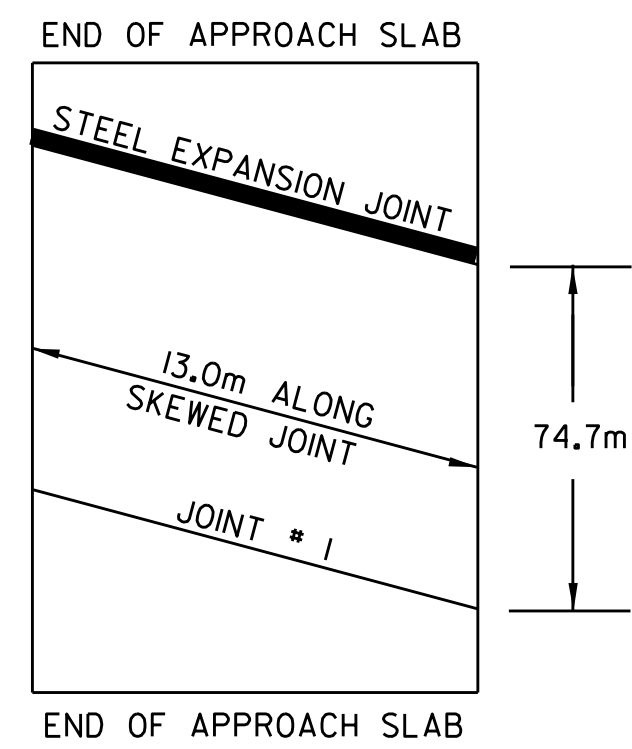
BRIDGE 48-N
STA. 105+000.55 (MM 65.244)
DO NOT PAVE - JOINT WORK ONLY

JOINT	STATION	LENGTH (m)
1	104+945.3	13.0
BRIDGE 48-N		13.0
TOTAL LENGTH OF JOINT		



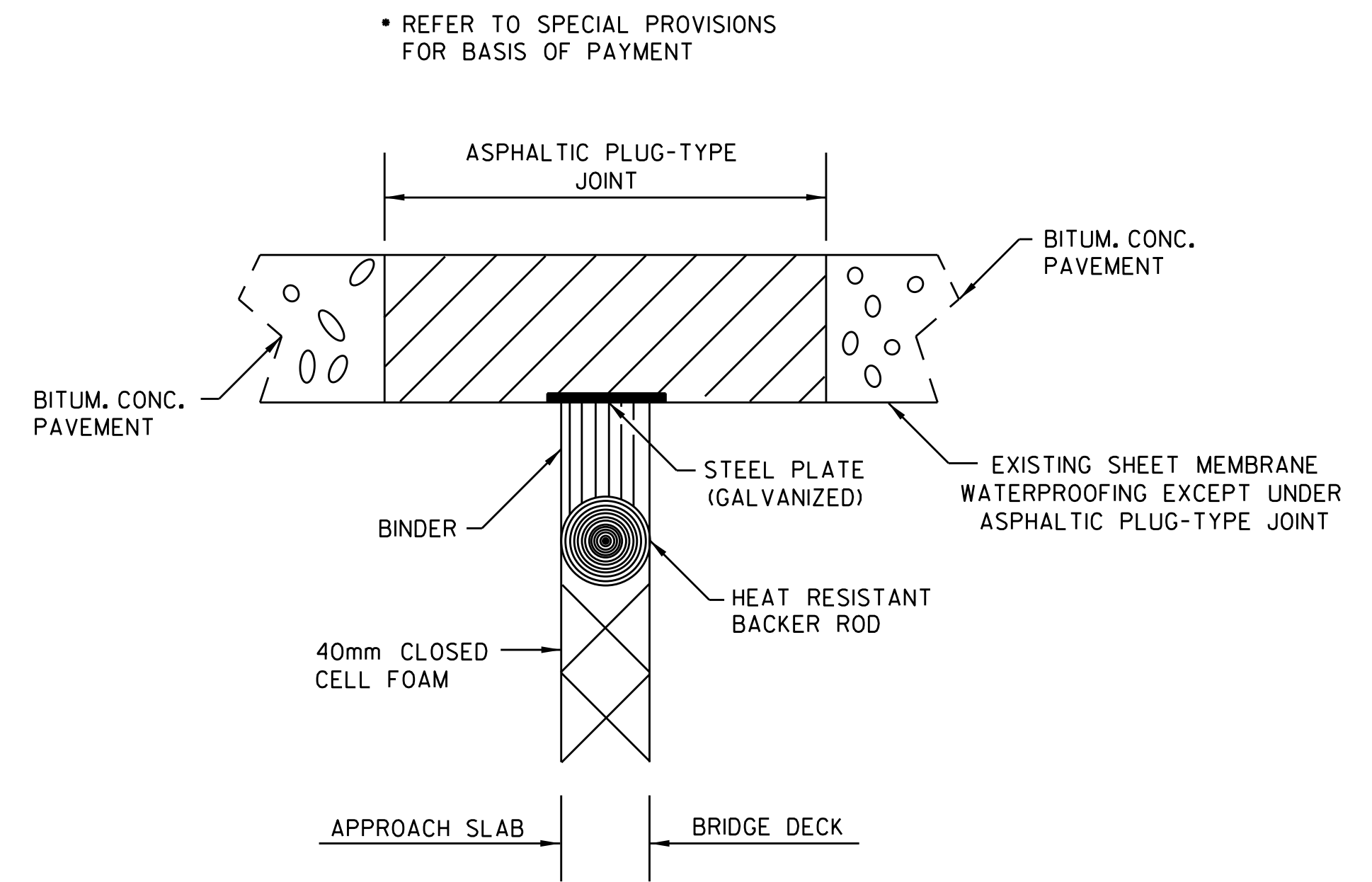
BRIDGE 49-N
STA. 105+209.64 (MM 65+374)
DO NOT PAVE - JOINT WORK ONLY

JOINT	STATION	LENGTH (m)
1	105+191.3	15.0
BRIDGE 49-N		15.0
TOTAL LENGTH OF JOINT		



BRIDGE 50-N
STA. 107+252.72 (MM 66.644)
DO NOT PAVE - JOINT WORK ONLY

JOINT	STATION	LENGTH (m)
1	107+021.4	13.0
BRIDGE 50-N		13.0
TOTAL LENGTH OF JOINT		



- ASPHALTIC PLUG TYPE JOINT DETAIL -

ITEM 516.10 BRIDGE EXPANSION JOINT (ASPHALTIC PLUG JOINT) SUMMARY OF QUANTITY

BRIDGE NUMBER	LENGTH (m)
BRIDGE 46-A	45.5
BRIDGE 46-N	78.0
BRIDGE 48-N	13.0
BRIDGE 49-N	15.0
BRIDGE 50-N	13.0
ROUNDING	5.5
ITEM TOTAL	170.0

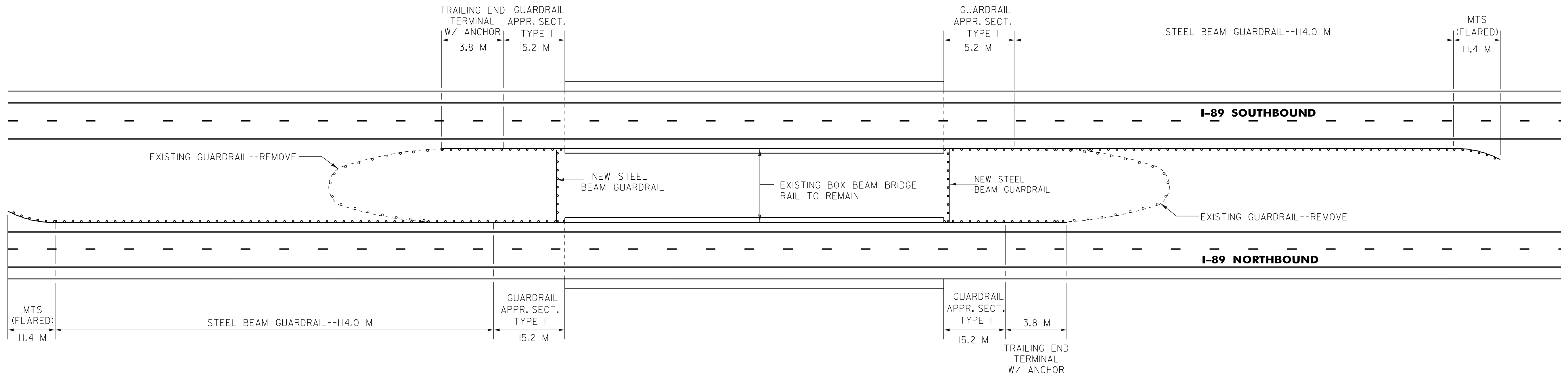
- NOTES:
- REFER TO SHEET 3 FOR COLD PLANING TRANSITION AND OVERLAY DETAILS FOR BRIDGES 46-A AND 46-N.
 - DO NOT PAVE BRIDGES 48-N, 49-N, 50-N OR 51-N. REFER TO SHEET 3 FOR COLD PLANING BUTT JOINT DETAILS. JOINT WORK HAS NOT BEEN INCLUDED FOR BRIDGE 51-N BECAUSE A REHAB PROJECT IS FORTHCOMING IN THE NEAR FUTURE.

NOT TO SCALE
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE INDICATED

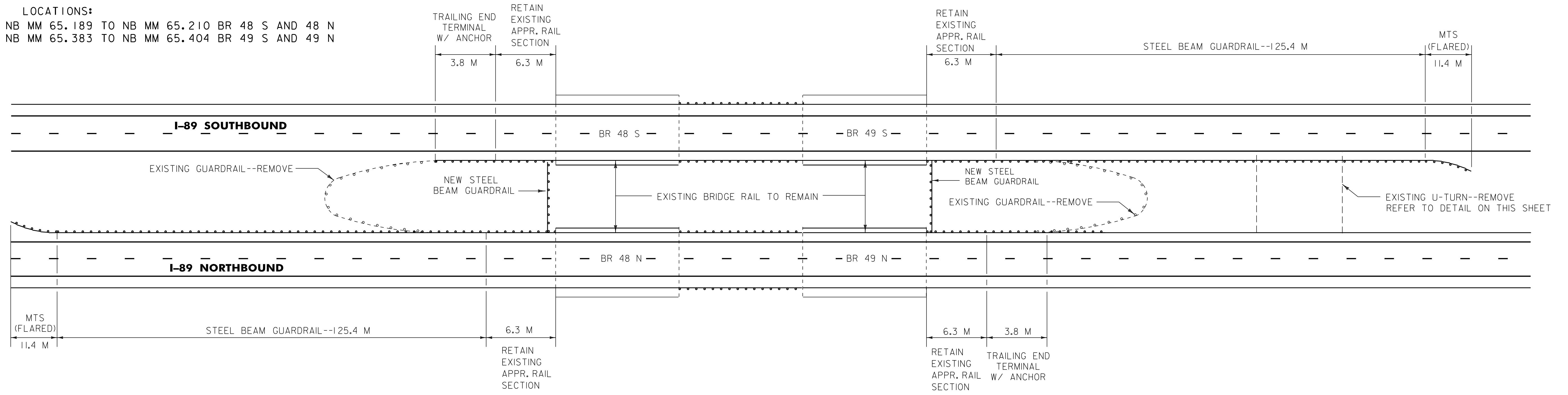
BRIDGE LOCATION & DETAIL SHEET	DESIGNED BY <u> LFW </u> DATE <u>10-02</u>
	DRAWN BY <u> LFW </u> DATE <u>10-02</u>
	DESIGN FILE NO/ <u>Pave/03a040A/03a040A.dgn</u>
	PRF FILE <u>p03a040Abps.i</u> DATE <u>10-02</u> FILE <u> </u> PLOTTED <u>31-OCT-2011 16:04</u>
	PROJ. NAME WATERBURY - BOLTON
PROJ. NO. IM 089-2(33)	
SHEET 4 OF 16 SHEETS	

GUARDRAIL TREATMENT AT BULLNOSE LOCATIONS—BRIDGES

LOCATIONS:
 NB MM 63.472 TO NB MM 63.593 BR 46 S AND 46 N
 NB MM 70.518 TO NB MM 70.648 BR 51 S AND 51 N



LOCATIONS:
 NB MM 65.189 TO NB MM 65.210 BR 48 S AND 48 N
 NB MM 65.383 TO NB MM 65.404 BR 49 S AND 49 N



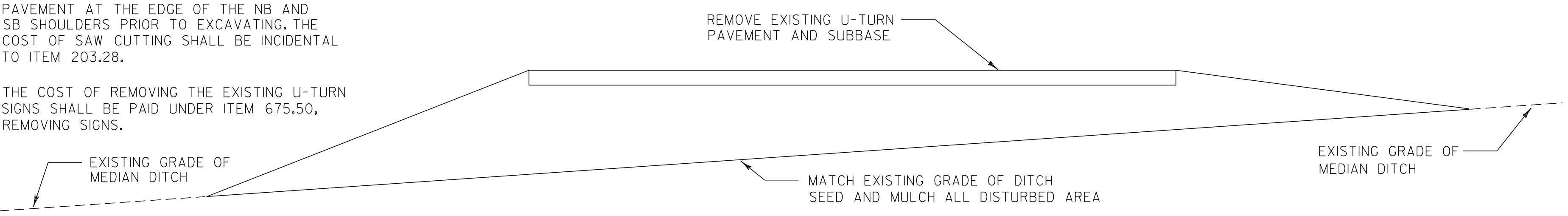
U-TURN REMOVAL DETAIL (NB MM 65.47)

EXISTING U-TURN--REMOVE PAVEMENT AND SUBBASE TO MATCH THE GRADE OF THE EXISTING MEDIAN DITCH.

PAYMENT TO REMOVE THE EXISTING PAVEMENT AND SUBBASE SHALL BE MADE UNDER ITEM 203.28, EXCAVATION OF SURFACES AND PAVEMENTS.

THE CONTRACTOR SHALL SAW CUT THE PAVEMENT AT THE EDGE OF THE NB AND SB SHOULDERS PRIOR TO EXCAVATING. THE COST OF SAW CUTTING SHALL BE INCIDENTAL TO ITEM 203.28.

THE COST OF REMOVING THE EXISTING U-TURN SIGNS SHALL BE PAID UNDER ITEM 675.50, REMOVING SIGNS.



THE CONTRACTOR SHALL WIDEN WITH EARTH BORROW ADJACENT TO THE 1.2 METER SHOULDER TO PROVIDE BACKING FOR THE NEW GUARDRAIL AND TO CONSTRUCT A FLARE FOR THE END TERMINAL. CONSTRUCTION OF THE WIDENING AND TERMINAL FLARE SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD G-19M.

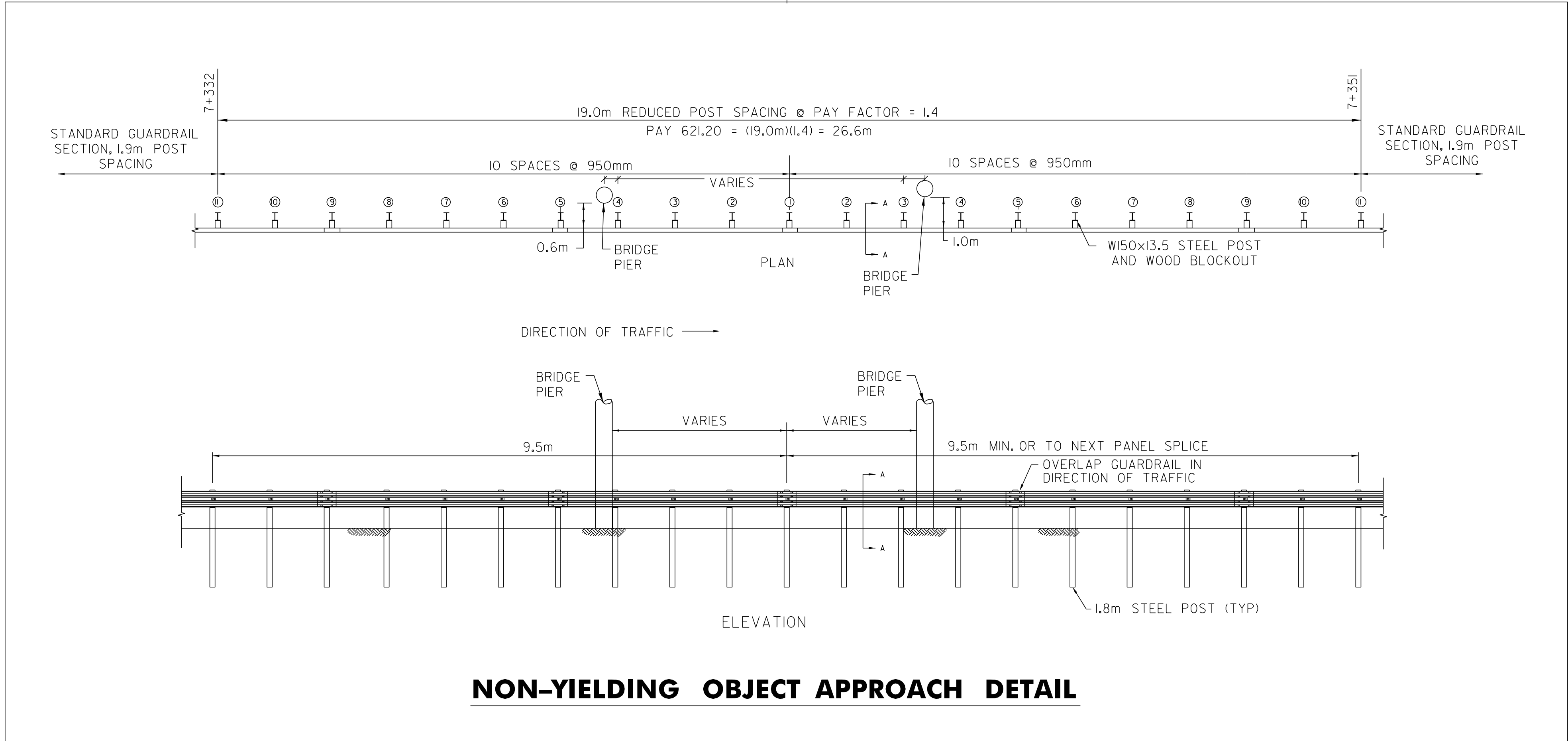
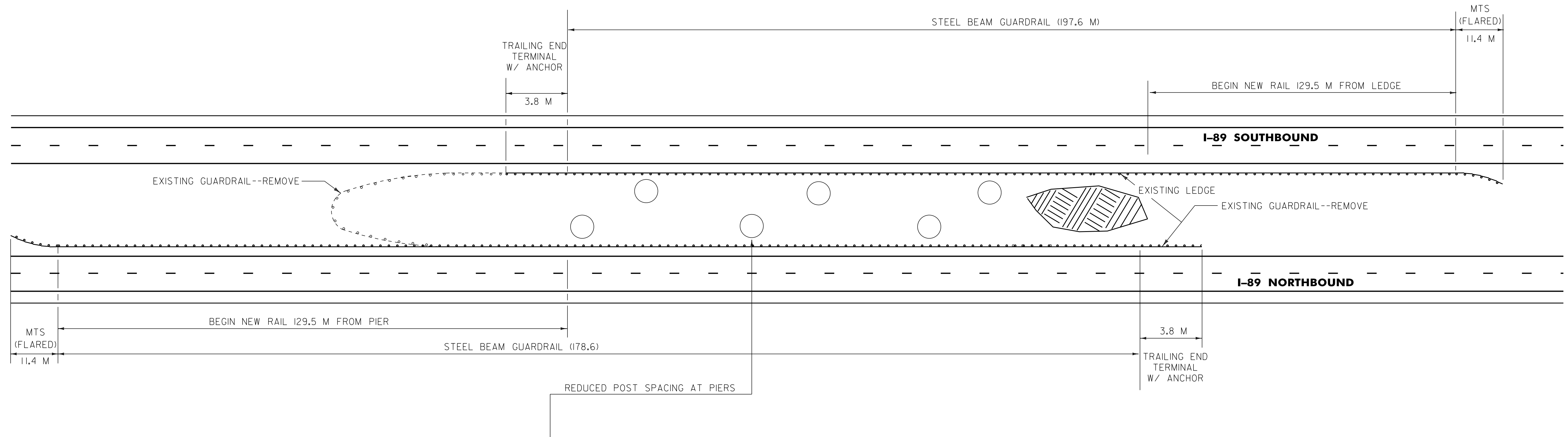
NOT TO SCALE
 NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

BULLNOSE TREATMENT DETAIL

PROJECT: WATERBURY - BOLTON	PROJECT NO. : IM 089-2(33)
DESIGN FILE NAME: /pave/03a040A/03a040A.dgn	PLOT DATE: 31-OCT-2011 16:0
IPARM FILE NAME: _p03a040Agr1.i	SURVEY DATE:
SURVEYED BY: N/A	DRAWN BY: JLR
SQUAD LEADER: MW	SHEET: 9 OF 16

LOCATIONS:
 BR 47 VT. ROUTE 100 OVER INTERSTATE 89
 NB MM 63.671 TO NB MM 63.869

GUARDRAIL TREATMENT AT BULLNOSE LOCATIONS—OVERPASSES

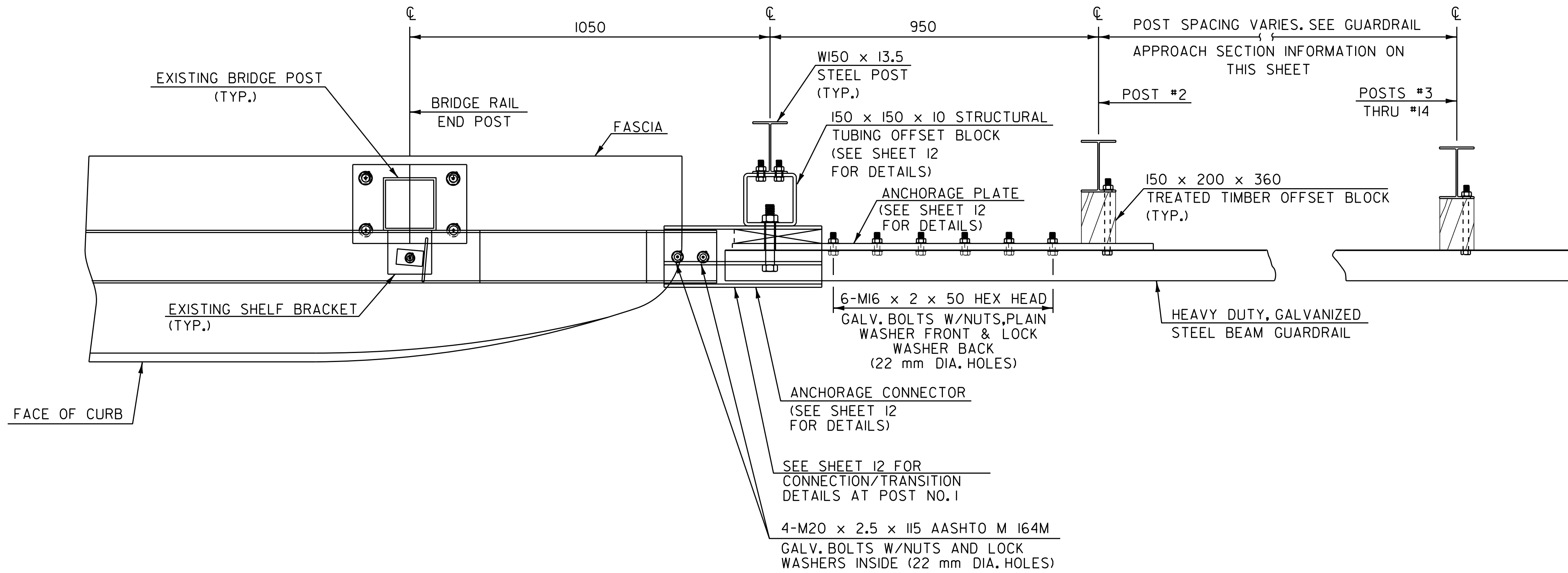


NON-YIELDING OBJECT APPROACH DETAIL

THE CONTRACTOR SHALL WIDEN WITH EARTH BORROW ADJACENT TO THE 1.2 METER SHOULDER TO PROVIDE BACKING FOR THE NEW GUARDRAIL AND TO CONSTRUCT A FLARE FOR THE END TERMINAL. CONSTRUCTION OF THE WIDENING AND TERMINAL FLARE SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD G-19M.

NOT TO SCALE
 NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

BULLNOSE TREATMENT DETAIL	PROJECT: WATERBURY - BOLTON	PROJECT NO.: IM 089-2(33)
	DESIGN FILE NAME: <u>z:\pave\03a040A\03a040A.dgn</u>	PLOT DATE: 31-OCT-2011 16:0
	IPARM FILE NAME: <u>p03a040Agr2.i</u>	SURVEY DATE:
	SURVEYED BY: <u>NZA</u>	DRAWN BY: <u>JLR</u>
	SQUAD LEADER: <u>MW</u>	SHEET: <u>10</u> OF <u>16</u>

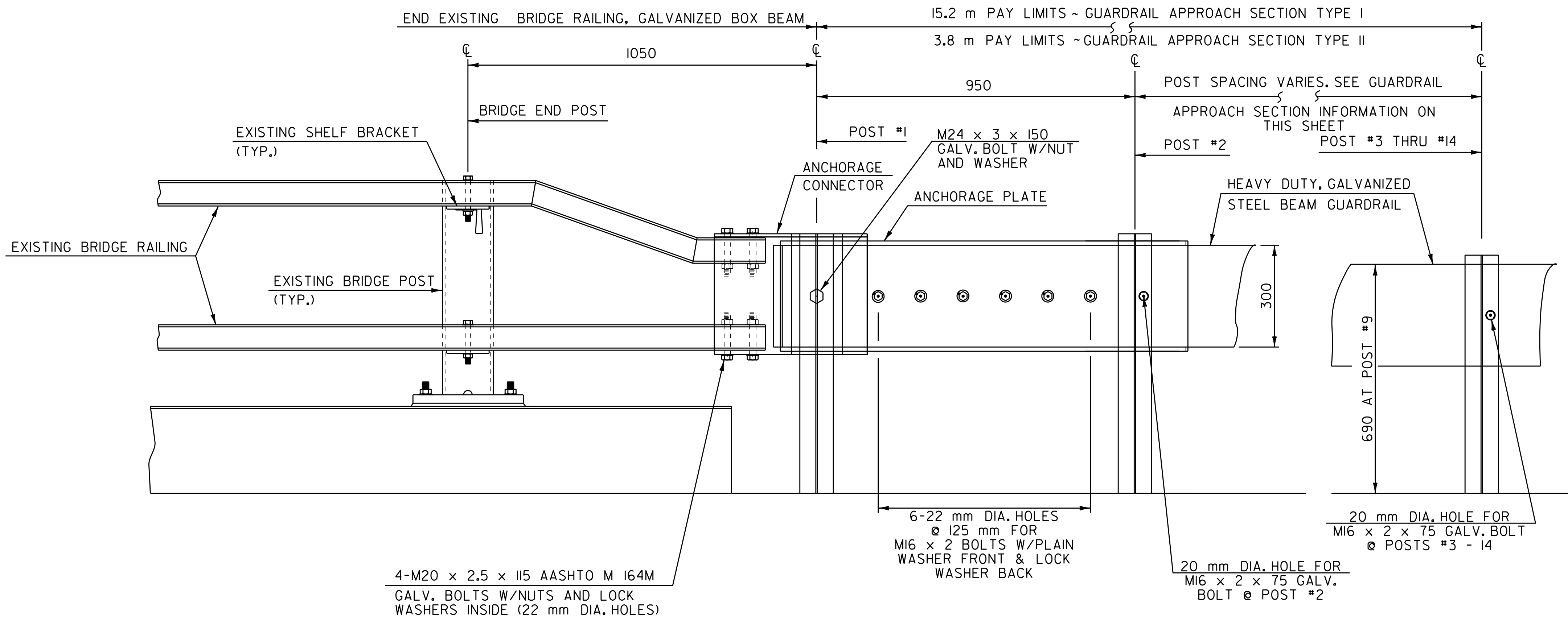


GUARDRAIL APPROACH SECTION TYPE I

POST NO.	SPACING
1	950
2	950
3	950
4	950
5	950
6	950
7	950
8	950
9	950
10	1.27 m
11	1.27 m
12	1.27 m
13	1.9 m
14	1.9 m

15.2 m PAY LENGTH GUARDRAIL APPROACH SECTION, TYPE I

PLAN



GUARDRAIL APPROACH SECTION TYPE II

POST NO.	SPACING
1	950
2	1.43 m
3	1.43 m
4	1.43 m

3.8 m PAY LENGTH GUARDRAIL APPROACH SECTION TYPE II

ELEVATION BRIDGE APPROACH DETAIL

NOT TO SCALE

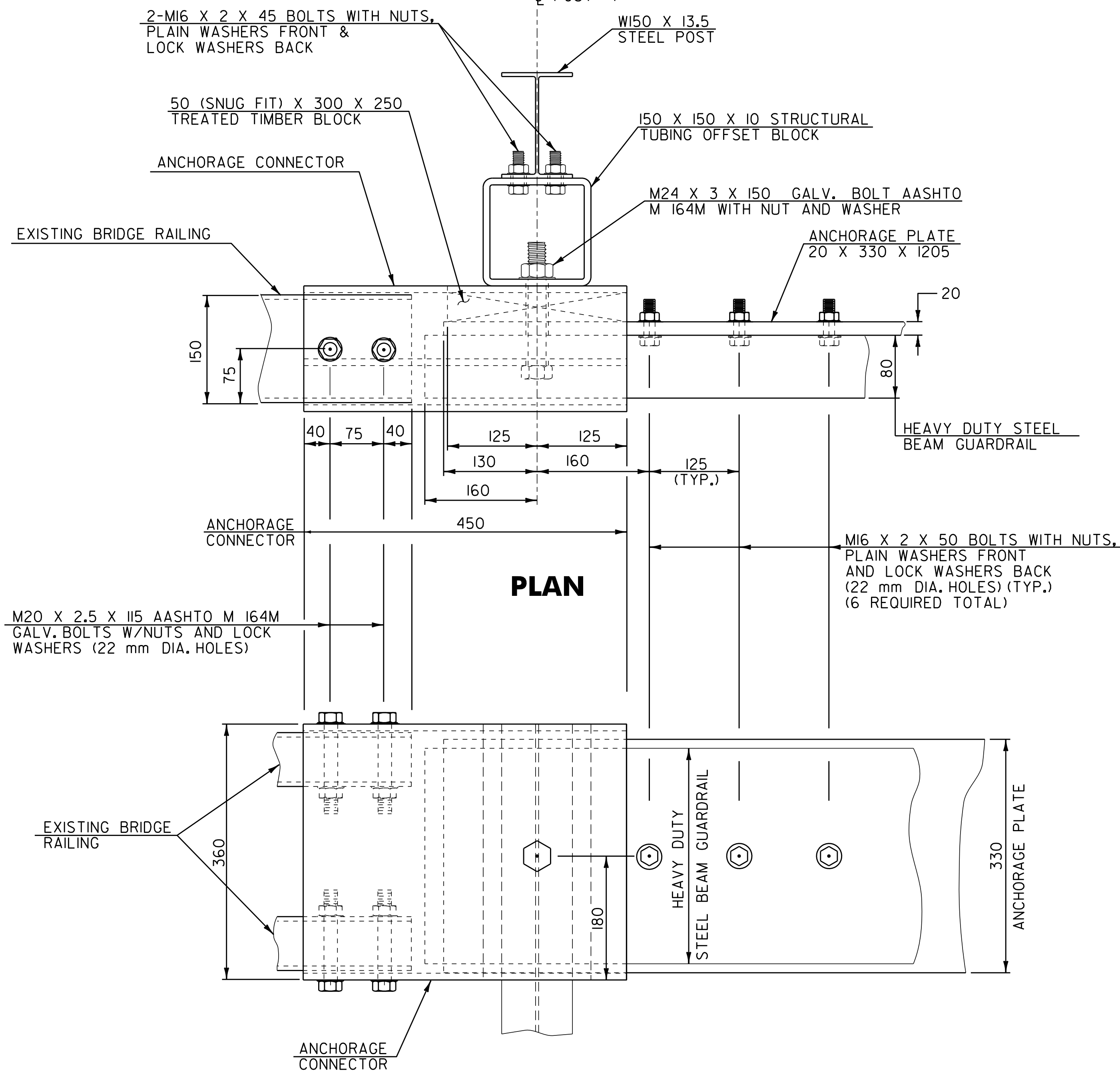
NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE NOTED.

BRIDGE APPROACH SECTION DETAIL SHEET 1	SURVEYED BY <u>N/A</u> DATE <u>N/A</u>
	DRAWN BY <u>C.A.K.</u> DATE <u>12/01</u>
	SQUAD LEADER <u>D.E.G.</u>
	DESIGN FILE NO. <u>Q3aQ4QaQ3.i</u>
	IPARM FILE <u>Q3aQ4QaQ3.i</u> DATE PLOTTED <u>31-OCT-2011 16:04</u>
PROJ. NAME <u>WATERBURY - BOLION</u>	
PROJ. NO. <u>11_089 - 2133</u>	
SHEET <u>11</u> OF <u>16</u>	

DATUM	
VERTICAL	<u>N/A</u>
HORIZONTAL	<u>N/A</u>

NOTES

1. REFER TO STANDARD G-IM FOR ADDITIONAL RAIL DETAILS.
2. ALL POSTS FOR HEAVY DUTY STEEL BEAM GUARDRAIL SHALL BE STEEL IN ACCORDANCE WITH SECTION 728 "GUARDRAIL, GUIDE POSTS AND BARRIERS" UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.
3. APPROACH RAIL SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
4. ANCHORAGE CONNECTOR AND ANCHORAGE PLATE SHALL BE AASHTO M 270/M 270M, GRADE 250 GALVANIZED TO AASHTO M III/M IIIIM AFTER FABRICATION.
5. ALL BOLTS, NUTS AND WASHERS SHALL BE AASHTO M 164/M 164M GALVANIZED TO AASHTO M 232/M 232M AFTER FABRICATION.
6. STRUCTURAL TUBING OFFSET BLOCK SHALL BE AASHTO M 183/M 183M GALVANIZED TO AASHTO M III/M IIIIM AFTER FABRICATION.
7. APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR EITHER TYPE OF GUARDRAIL APPROACH SECTION.
8. ALLOWABLE DIMENSIONAL TOLERANCE FOR BENT SECTIONS IS ± 1.6 mm.
9. THE UNIT PRICES BID FOR EITHER TYPE OF GUARDRAIL APPROACH SECTION SHALL INCLUDE ANCHORAGE CONNECTOR, ANCHORAGE PLATE, HEAVY DUTY STEEL BEAM GUARDRAIL, POSTS, OFFSET BLOCKS, BLOCKING, BOLTS, AND ALL NECESSARY HARDWARE.

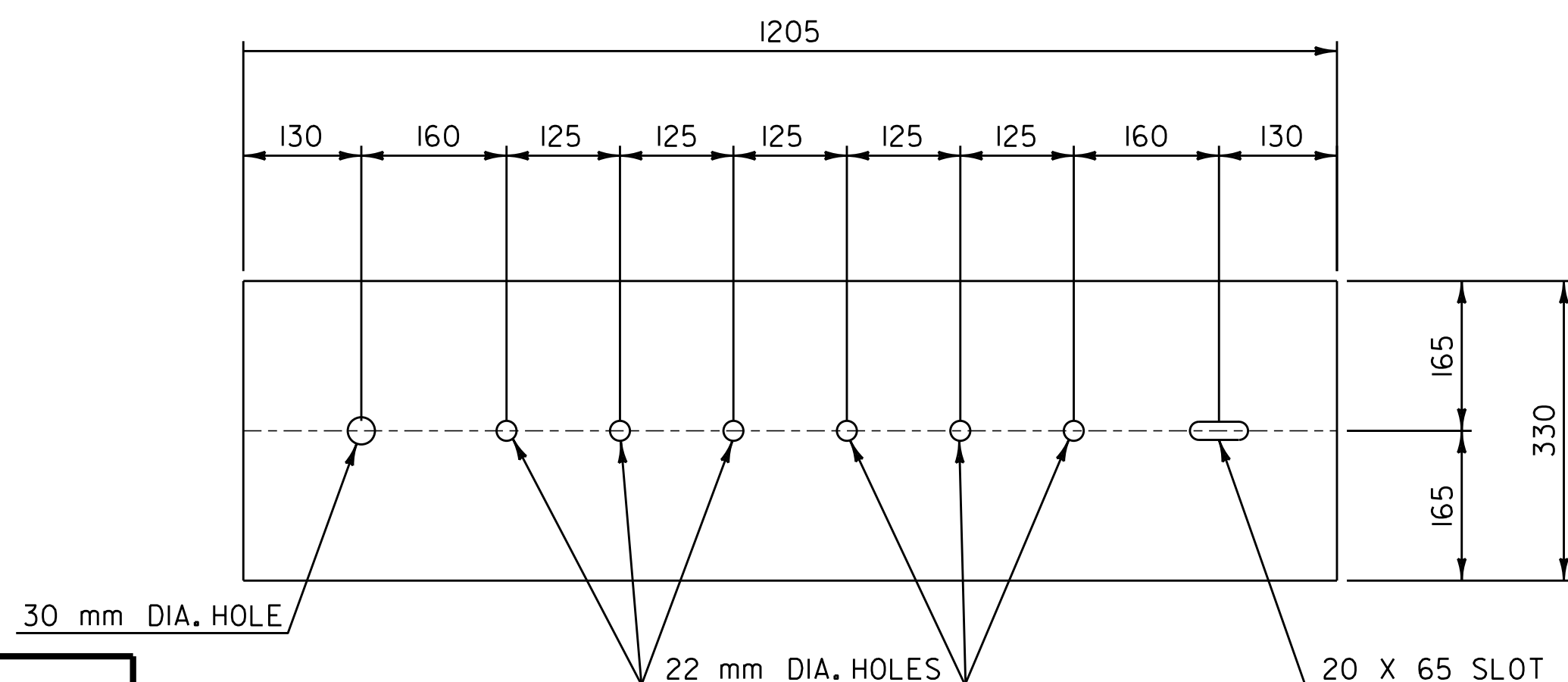


PLAN

ELEVATION

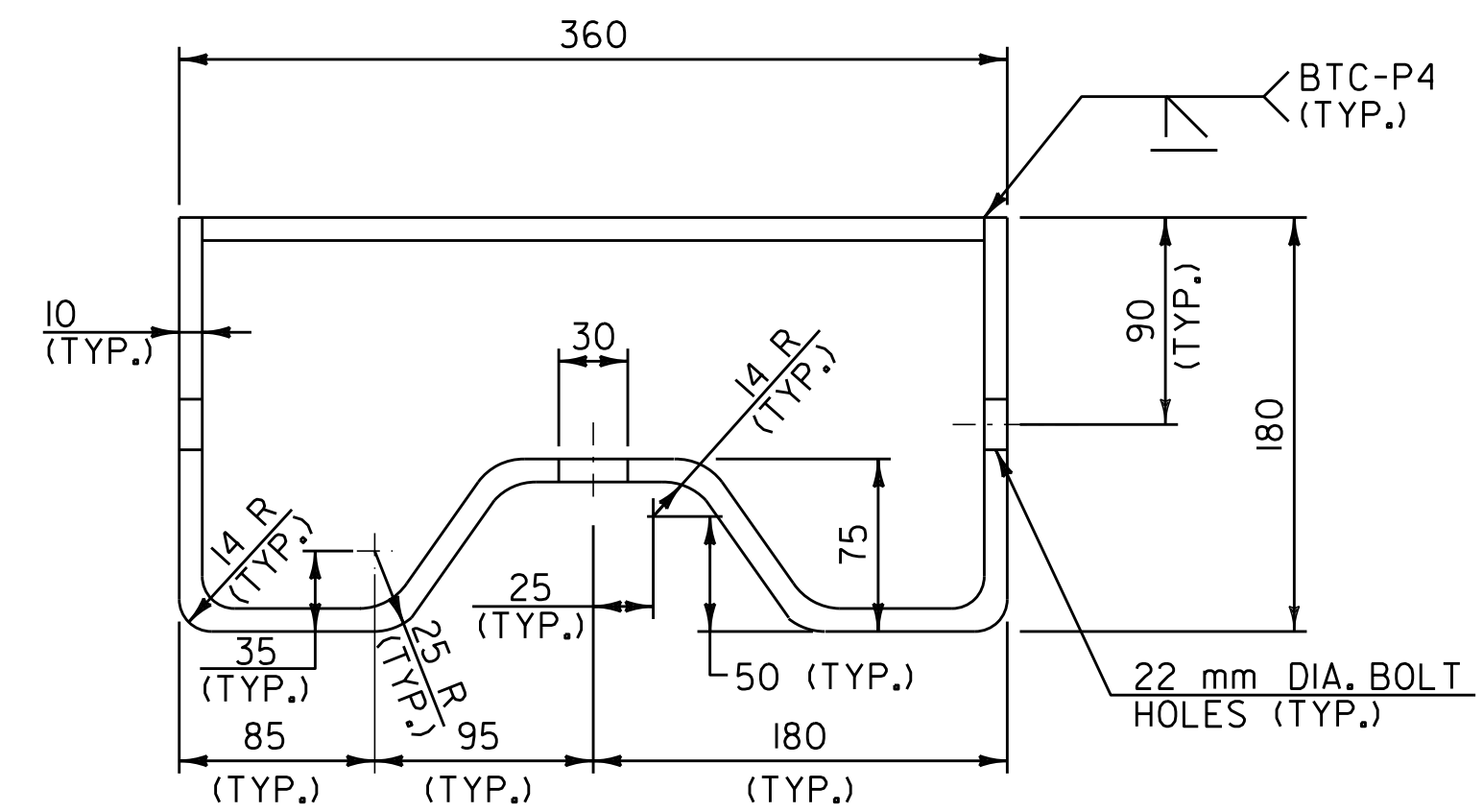
CONNECTION/TRANSITION DETAILS AT POST NO. 1

NOT TO SCALE



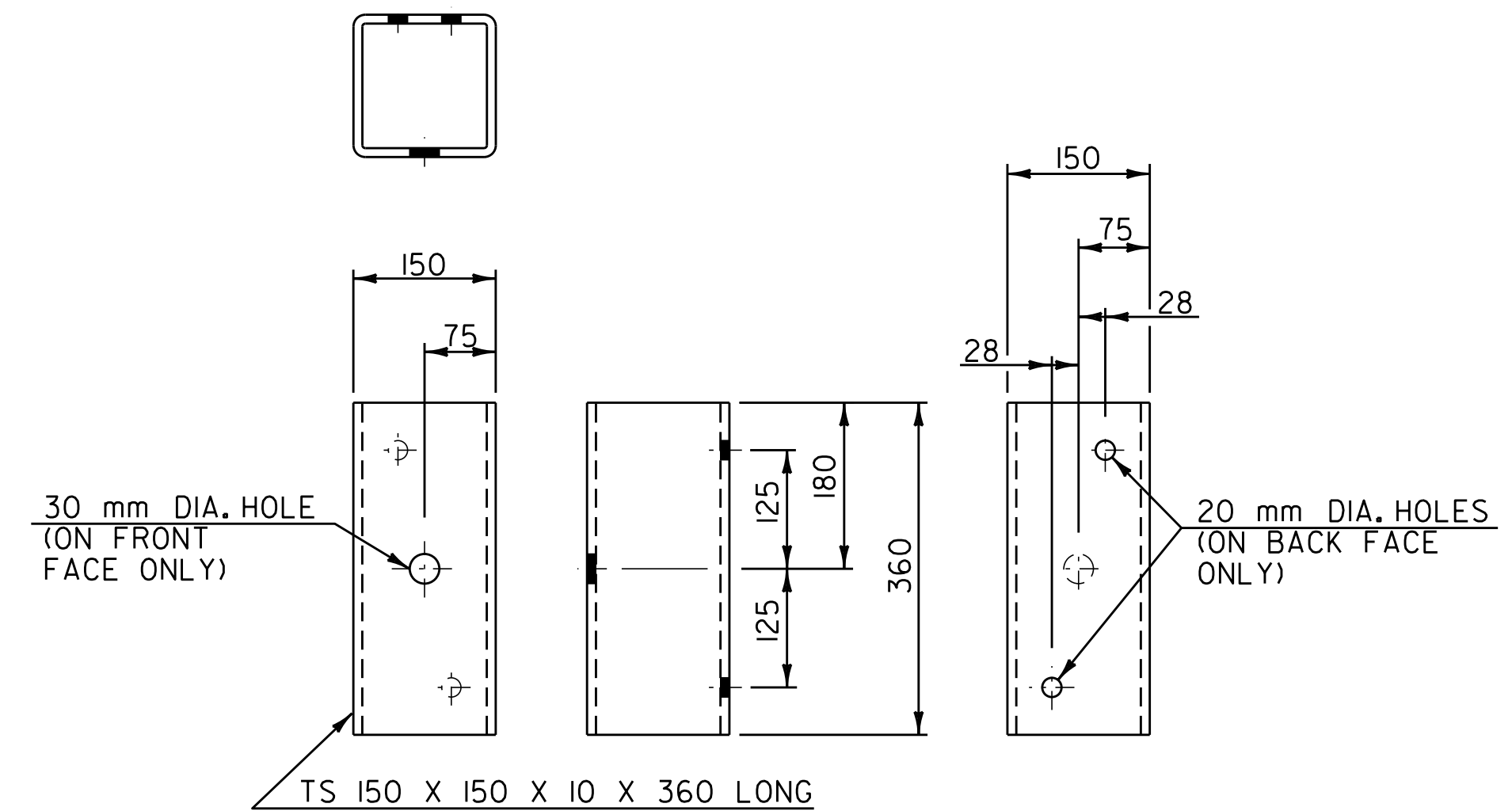
ANCHORAGE PLATE DETAIL

NOT TO SCALE



ANCHORAGE CONNECTOR DETAIL

(SEE NOTE 7)
NOT TO SCALE



STRUCTURAL TUBING OFFSET BLOCK DETAILS

(OCCURS AT POST NO. 1 WHEN USING APPROACH RAIL UTILIZING STEEL POSTS)
NOT TO SCALE

NOTE:
ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE INDICATED.

BRIDGE APPROACH SECTION DETAIL SHEET 2

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	12/20
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	p030040a0r4i/p030040a0r4i		
IPARM FILE	p030040a0r4i	DATE PLOTTED	31-OCT-2011 16:04
PROJ. NAME	WATERBURY - BOLTON		
PROJ. NO.	11_089 - 2133		
SHEET	12	OF	16

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

TEMPORARY AND DURABLE 600mm STOP BAR
 RAMP "A" STA. 0+423 (20.5 m)

TEMPORARY AND DURABLE 300mm WHITE LINE
 RAMP "A" STA. 0+000 TO 0+058 LT. (W/DIAGONALS)
 RAMP "C" STA. 0+214 TO 0+265 LT.
 RAMP "H" STA. 0+211 TO 0+283 LT.

TEMPORARY AND DURABLE LETTER OR SYMBOL
 RAMP "A" STA. 0+217 "STOP AHEAD"
 RAMP "A" STA. 0+347.0 TO 0+349.4 2 - "ONLY'S"
 RAMP "A" STA. 0+363.8 TO 0+366.2 2 - "ARROW'S"
 RAMP "A" STA. 0+383.1 TO 0+385.5 2 - "ONLY'S"
 RAMP "A" STA. 0+399.9 TO 0+402.3 2 - "ARROW'S"
 RAMP "A" STA. 0+419.1 TO 0+421.5 2 - "STOP'S"

NB REST AREA AT MM 65.74 2 - HANDICAP PARKING SYMBOLS
 • REFER TO SHEET 3 FOR LOCATION DETAILS

RAMP "A"
 STA. 0+414 RT
 STA. 0+418 LT

I-89 NORTHBOUND

TEMPORARY AND DURABLE 150mm WHITE LINE (MOD.)

RAMP "A" STA. 0+000 TO 0+425 RT. (SOLID)
 RAMP "A" NB MM 63.311 TO NB MM 63.422 LT. (DOTTED)
 RAMP "A" STA. 0+347 TO 0+423 LT. (SOLID LANE)
 RAMP "C" STA. 0+000 TO 0+341 RT. (SOLID)
 RAMP "C" STA. 0+265 TO 0+341 LT. (DASHED)
 RAMP "H" STA. 0+000 TO 0+405 RT. (SOLID)
 RAMP "H" STA. 0+283 TO 0+405 LT. (DASHED)

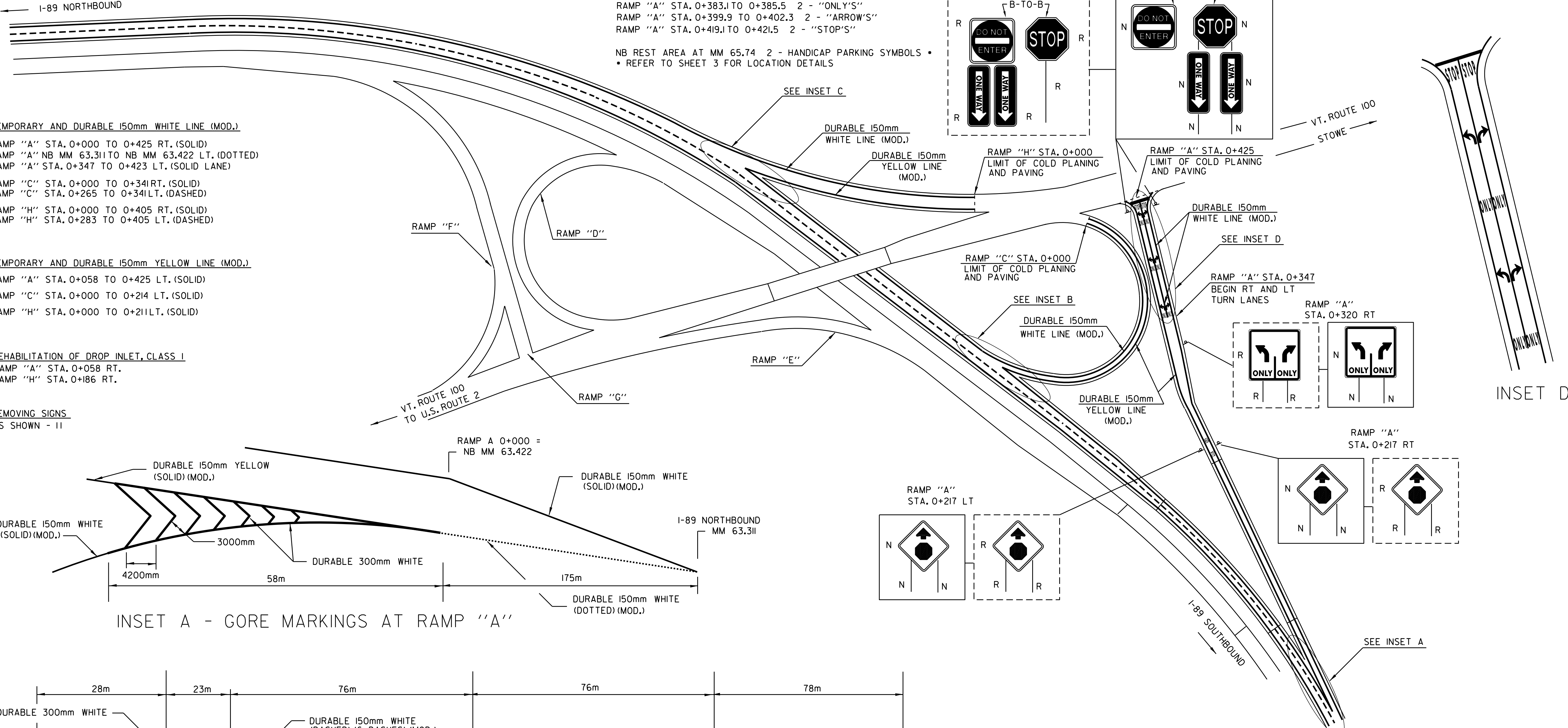
TEMPORARY AND DURABLE 150mm YELLOW LINE (MOD.)

RAMP "A" STA. 0+058 TO 0+425 LT. (SOLID)
 RAMP "C" STA. 0+000 TO 0+214 LT. (SOLID)
 RAMP "H" STA. 0+000 TO 0+211 LT. (SOLID)

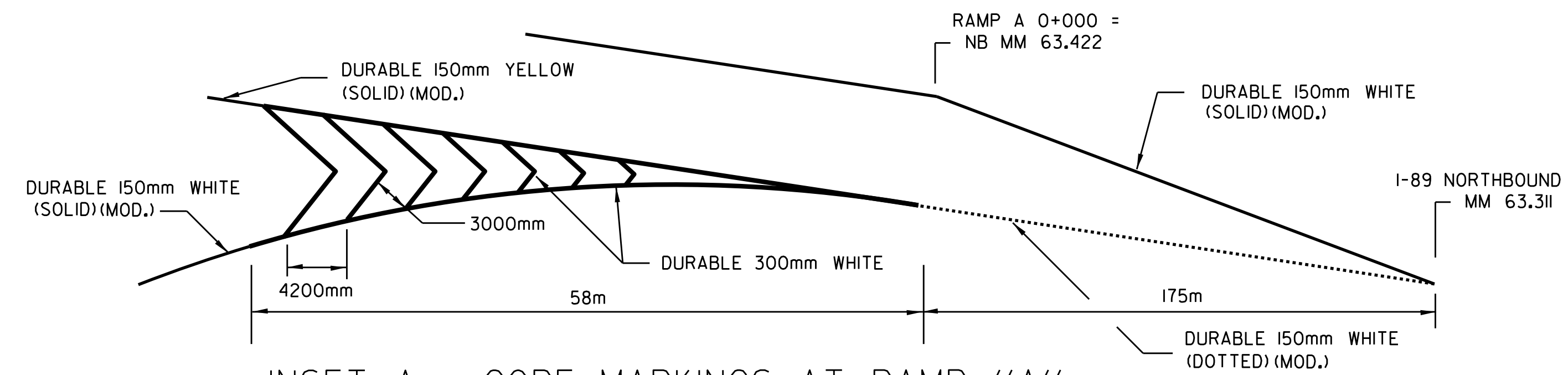
REHABILITATION OF DROP INLET, CLASS I

RAMP "A" STA. 0+058 RT.
 RAMP "H" STA. 0+186 RT.

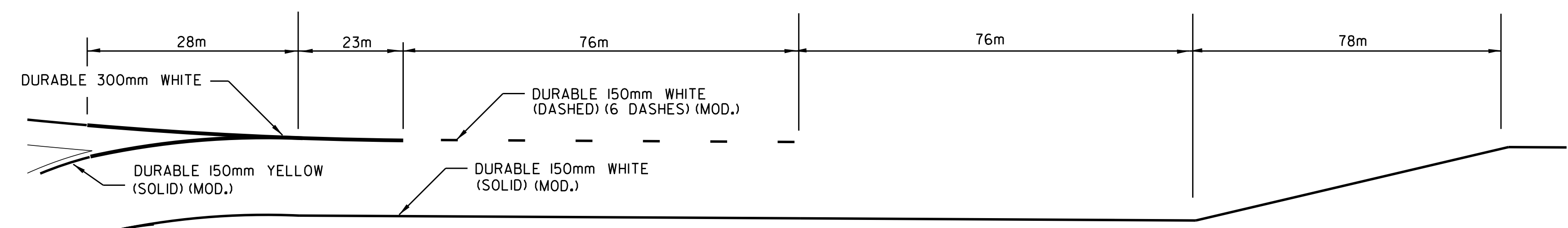
REMOVING SIGNS
 AS SHOWN - II



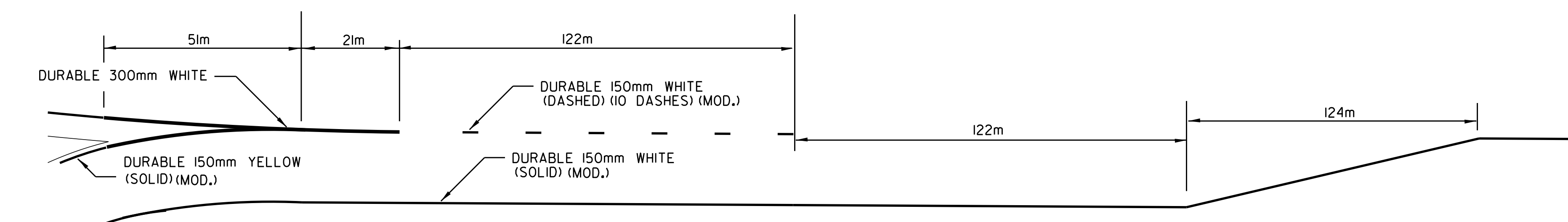
INSET D



INSET A - GORE MARKINGS AT RAMP "A"



INSET B - GORE MARKINGS AT RAMP "C"



INSET C - GORE MARKINGS AT RAMP "H"

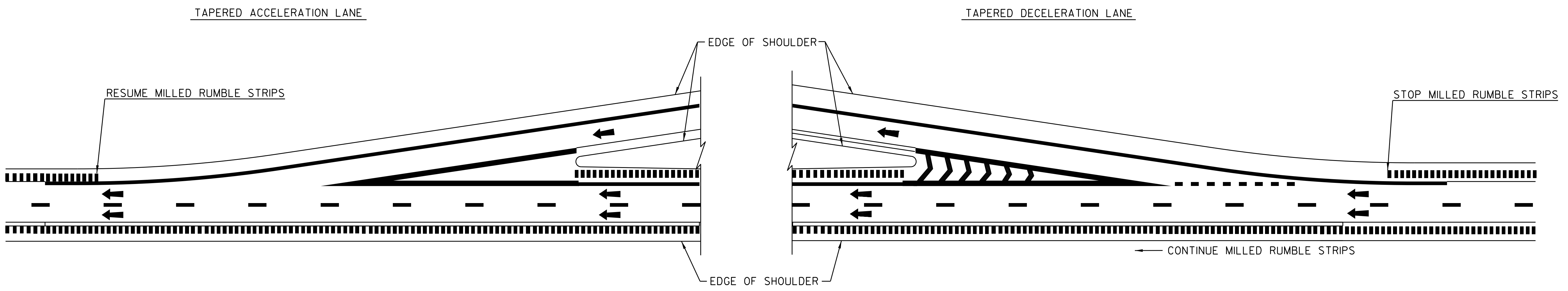
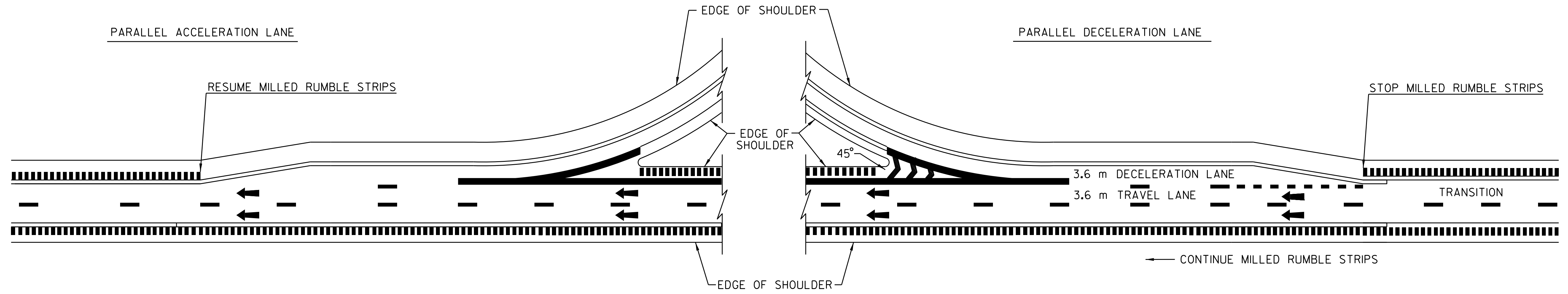
- LEGEND
- N = NEW
 - R = REMOVE
 - R&S = REMOVE & SALVAGE
 - RET = RETAIN
 - S = SALVAGE
 - B-TO-B = BACK TO BACK

NOTE: ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.
 REFER TO STANDARDS E-191M & E-192M FOR ADDITIONAL DETAILS.

**RAMP
 DETAIL
 SHEET
 INTERCHANGE
 #10**

DESIGNED BY	LFW	DATE	10-02
DRAWN BY	LFW	DATE	10-02
DESIGN FILE	N0/pave/03a040A/03a040A.dgn		
PRF FILE	p03a040Aint.i	DATE PLOTTED	31-OCT-2011 16:04
PROJ. NAME	WATERBURY - BOLTON		
PROJ. NO.	IM 089-2(33)		
SHEET	13	OF	16 SHEETS

TYPICAL MILLING AT INTERCHANGES & REST AREAS



NOTE:
 1. THIS TYPICAL MAY BE MODIFIED AT THE DISCRETION OF THE RESIDENT ENGINEER IF ACTUAL FIELD CONDITIONS NECESSITATE SUCH ACTIONS.

LEGEND
 DIRECTION OF TRAFFIC FLOW
 MILLED RUMBLE STRIPS

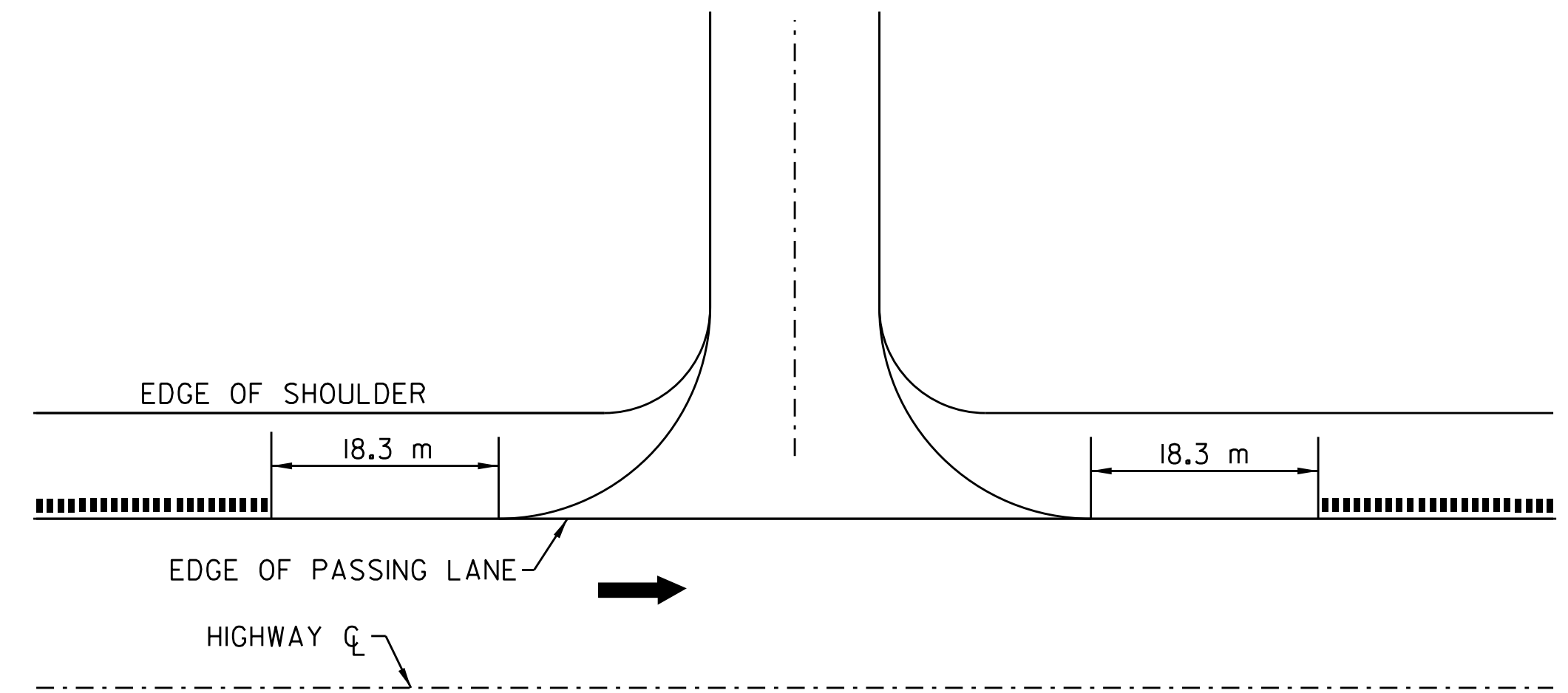
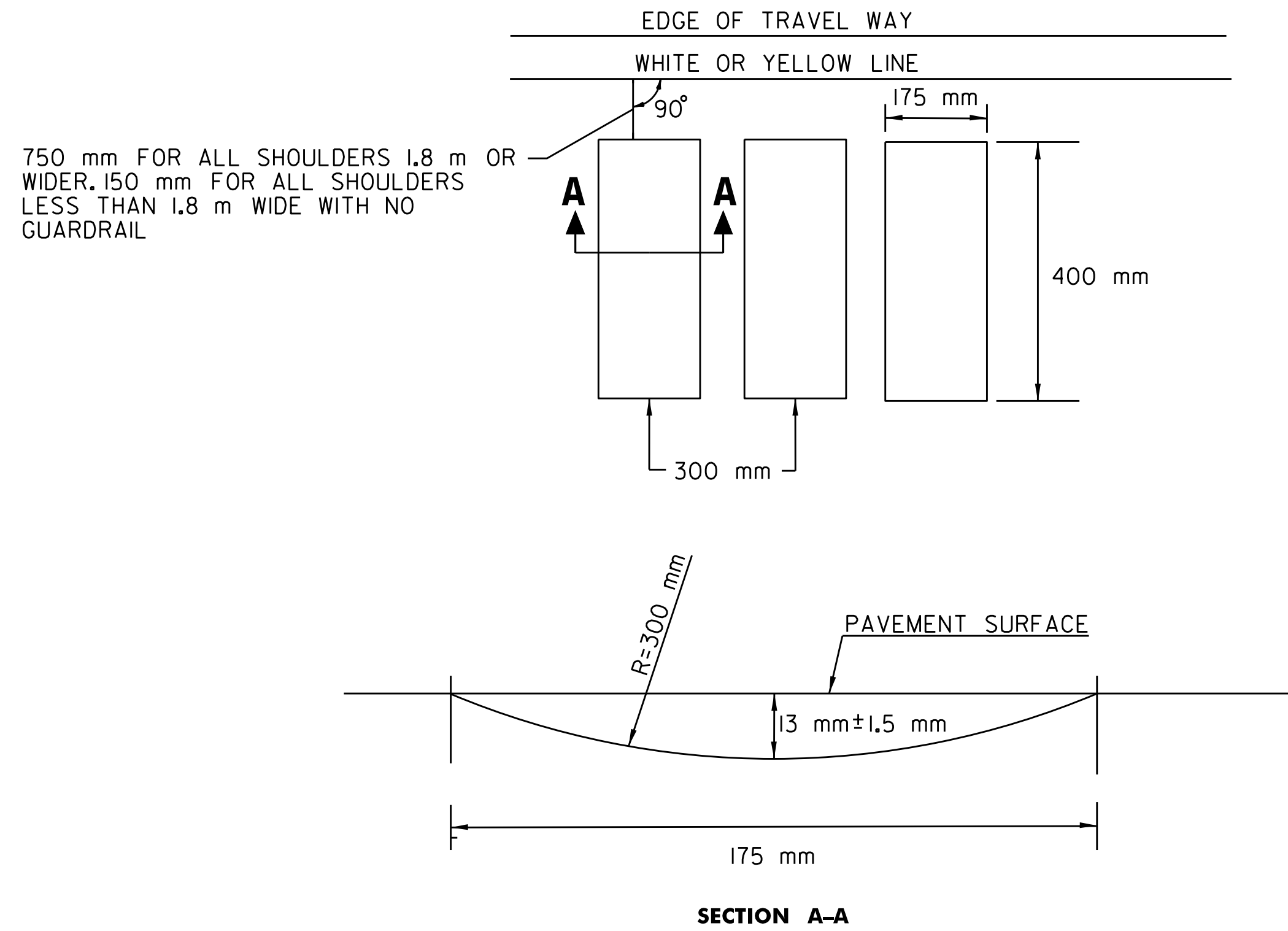
DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

MILLED RUMBLE STRIP DETAIL SHEET #1

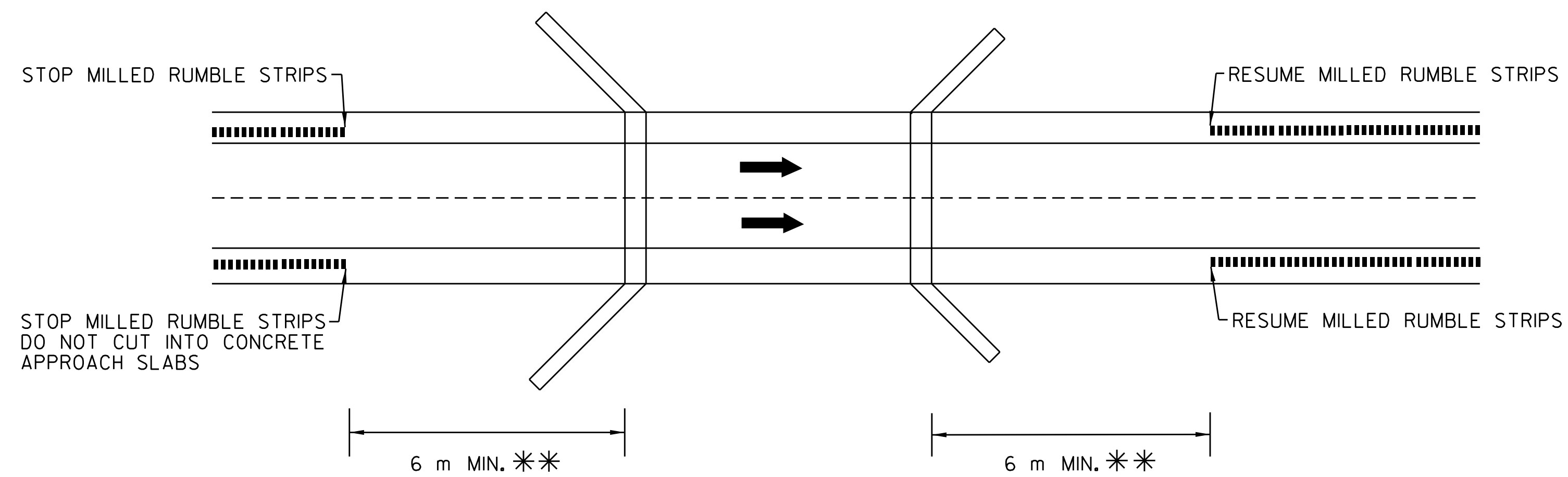
DESIGNED BY _____	DATE 10-02
DRAWN BY _____	DATE 10-02
DESIGN FILE NO/pave/03a040A/03a040A.dgn	
PRF FILE p03a040ArsLi	DATE PLOTTED 31-OCT-2011 16:04
PROJ. NAME	WATERBURY - BOLTON
PROJ. NO.	IM 089-2(33)
SHEET 14 OF 16	SHEETS

TYPICAL MILLING DETAIL

U-TURN DETAIL



BRIDGE DETAIL



** BRIDGE RAIL WILL DETERMINE MINIMUM DISTANCE IN SOME CASES.

NOTE:

MILLED RUMBLE STRIPS WILL NOT BE REQUIRED IN GUARDRAIL AREAS ADJACENT TO THE 1.2 m SHOULDER.

LEGEND

- DIRECTION OF TRAFFIC FLOW
- MILLED RUMBLE STRIPS

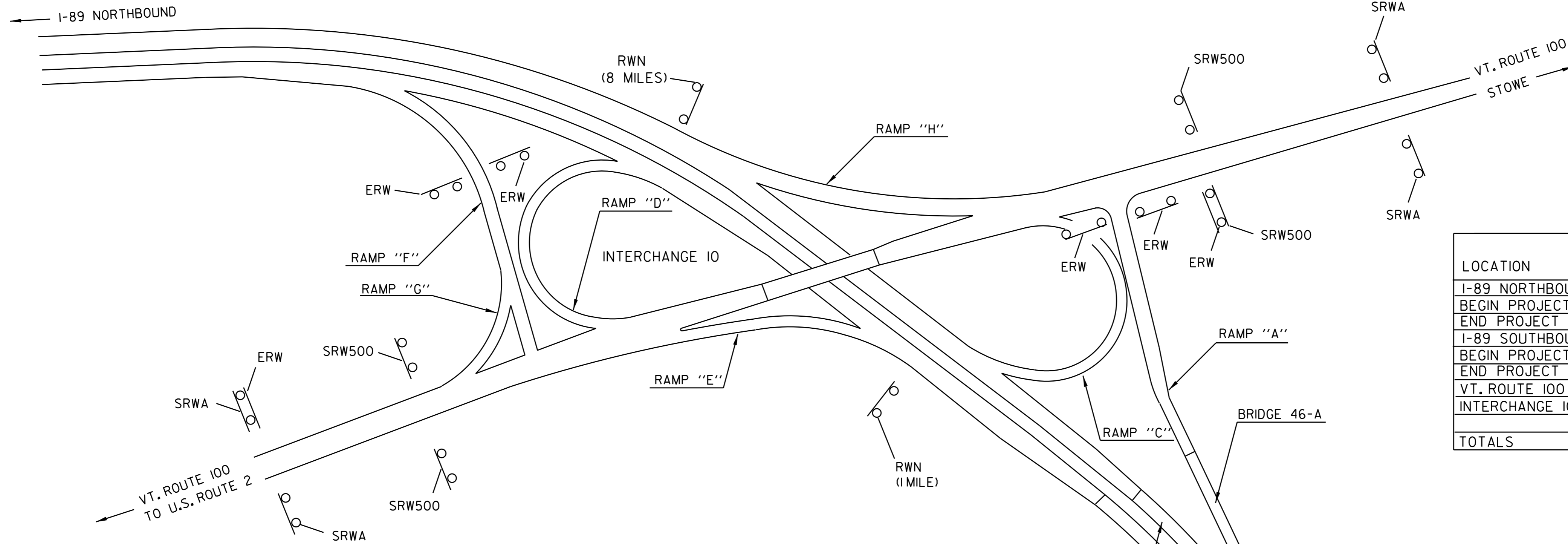
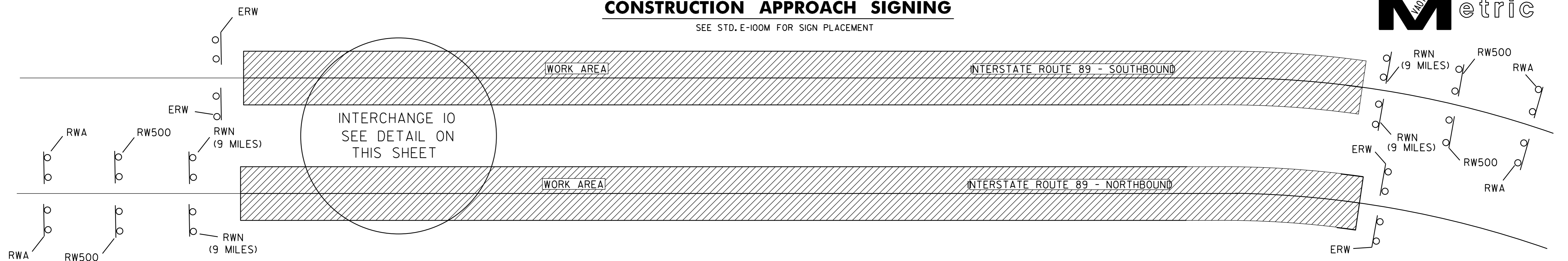
DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

MILLED RUMBLE STRIP DETAIL SHEET #2

DESIGNED BY	_____	DATE	10-02
DRAWN BY	_____	DATE	10-02
DESIGN FILE NO	pave/03a040A/03a040A.dgn		
PRF FILE	p03a040Ars2.i	DATE PLOTTED	31-OCT-2011 16:04
PROJ. NAME	WATERBURY - BOLTON		
PROJ. NO.	IM 089-2(33)		
SHEET	15	OF	16 SHEETS

CONSTRUCTION APPROACH SIGNING

SEE STD. E-100M FOR SIGN PLACEMENT



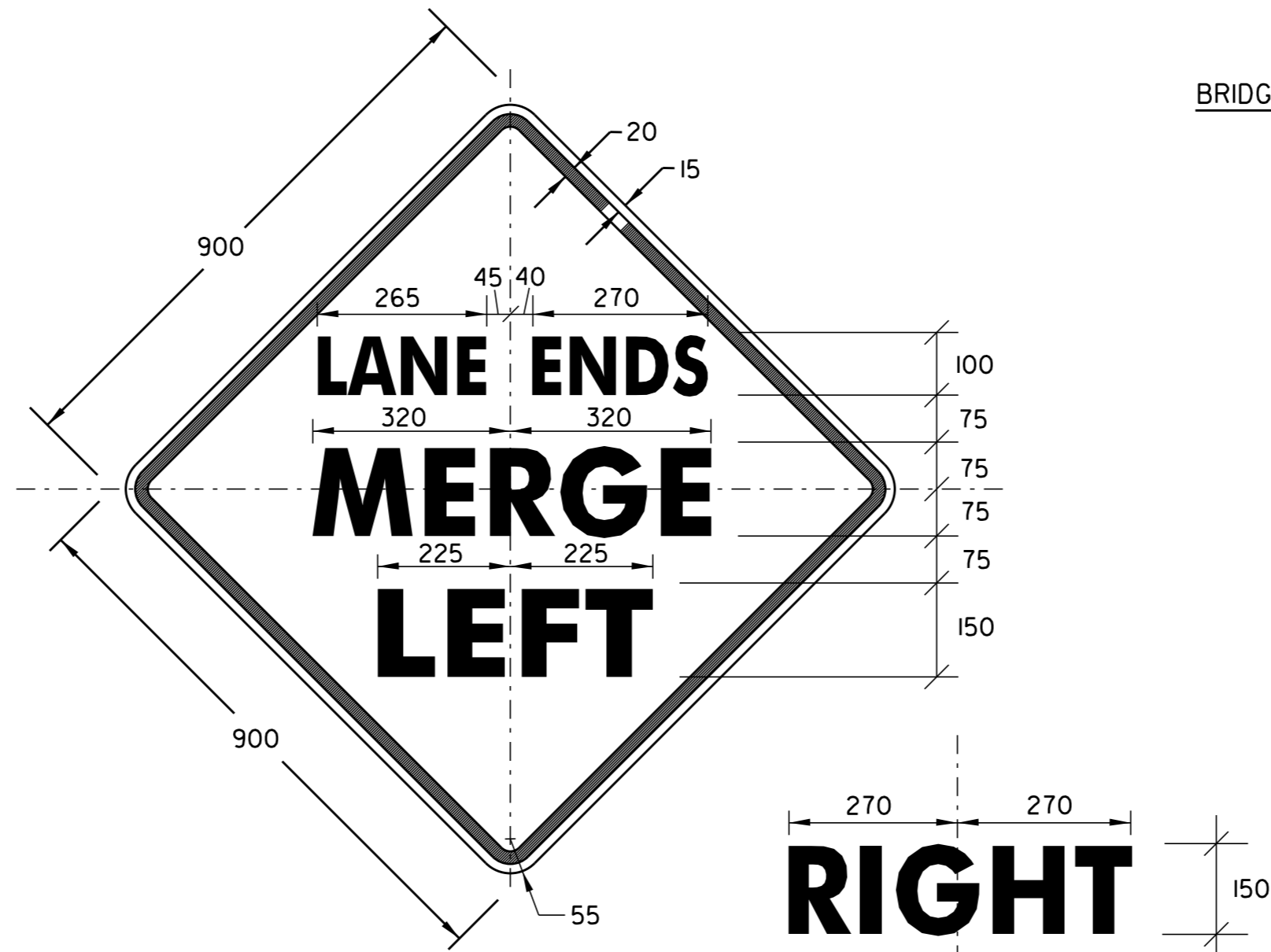
- LEGEND**
- RWA = ROAD WORK AHEAD
 - RW500 = ROAD WORK 500 FEET
 - RWN = ROAD WORK NEXT 9 MILES (8 MILES AT END OF RAMP "H") (1 MILE AT END OF RAMP "E")
 - ERW = END ROAD WORK
 - SRWA = SIDE ROAD WORK AHEAD
 - SRW500 = SIDE ROAD WORK 500 FEET
- NOTE: ALL DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE.

LIST OF CONSTRUCTION SIGNS

LOCATION	RWA	RW500	ERW	RWN	SRWA	SRW500
I-89 NORTHBOUND						
BEGIN PROJECT	2	2		2		
END PROJECT			2			
I-89 SOUTHBOUND						
BEGIN PROJECT	2	2		2		
END PROJECT			2			
VT. ROUTE 100			2		4	4
INTERCHANGE 10 RAMP			4	2		
TOTALS	4	4	10	6	4	4

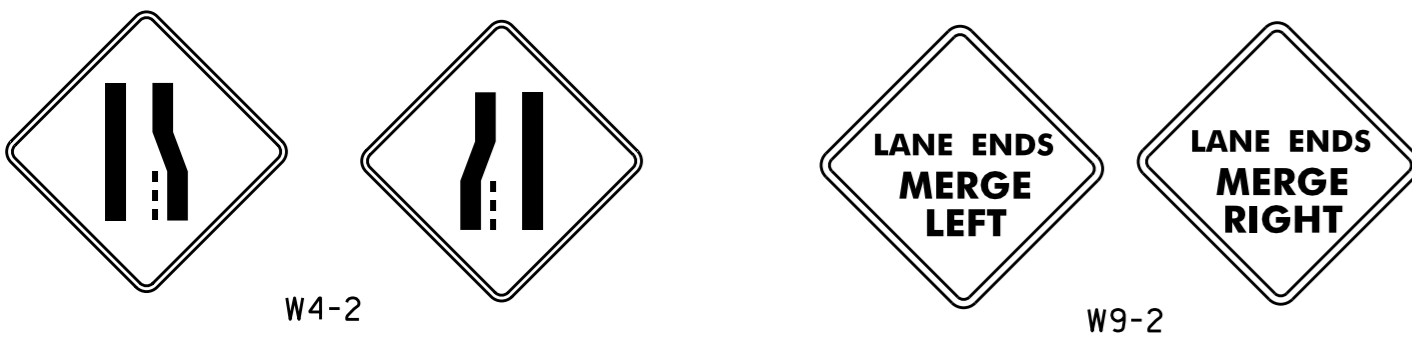
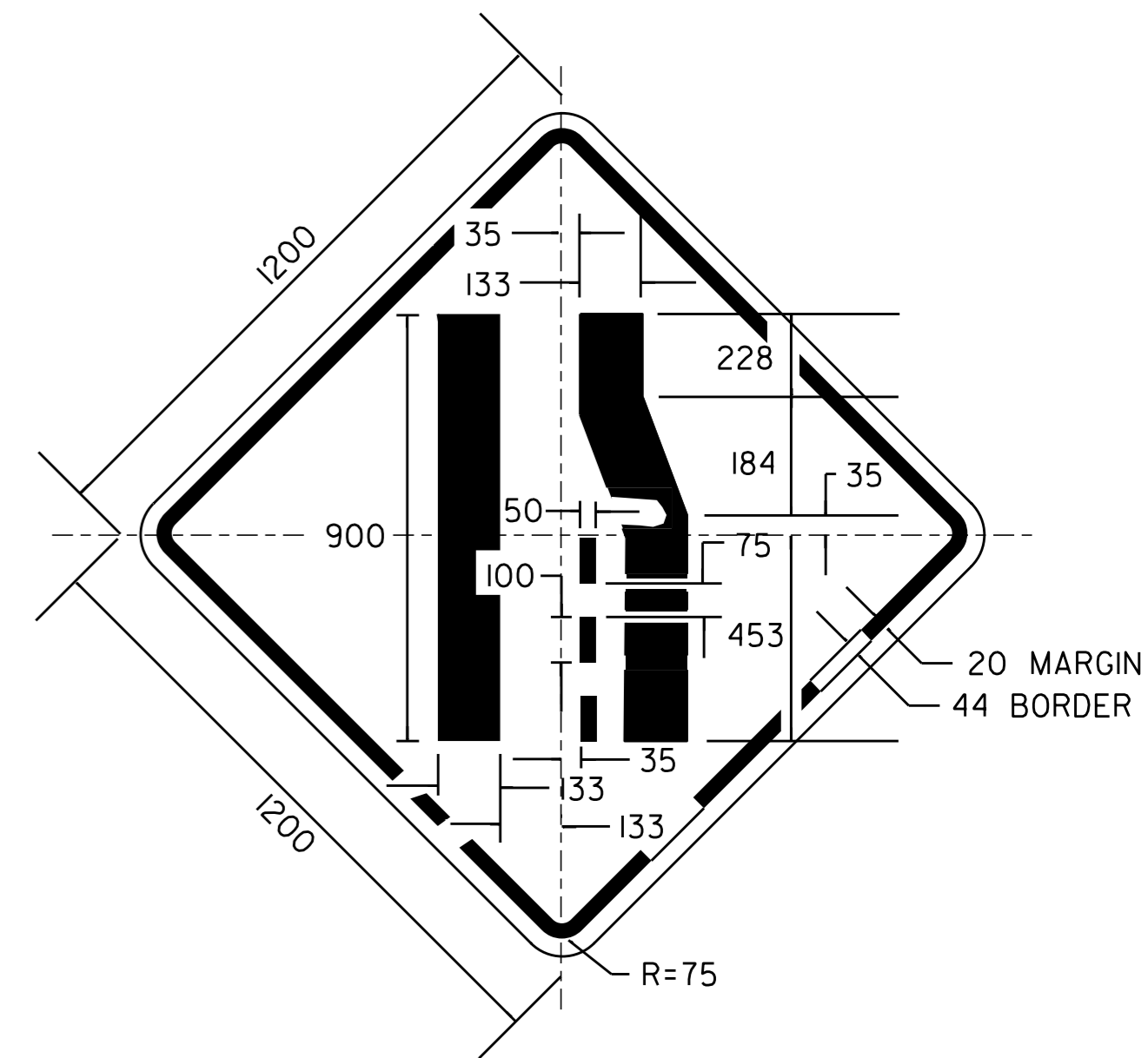
NOTES:

1. ADDITIONAL RAMP SIGNING MAY BE REQUIRED AS DIRECTED BY THE RESIDENT ENGINEER.
2. THE CONTRACTOR SHALL COVER THE CONSTRUCTION SIGNING FOR THE SOUTHBOUND LANES WHEN NO WORK IS EXPECTED TO OCCUR ADJACENT TO THE 1.2 METER SHOULDER, OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN STANDARD E-103M, MAINLINE TRAFFIC CONTROL - DIVIDED HIGHWAY. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER, SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID UNDER THEIR SPECIFIC BID PRICES:
 646.614, 646.615 AND 646.64 - TEMPORARY PAVEMENT MARKINGS
 630.10, AND 630.15 - UNIFORMED TRAFFIC OFFICERS AND FLAGGERS
4. PORTABLE CHANGEABLE MESSAGE SIGNS AND PORTABLE ARROW BOARDS WILL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE PORTABLE UNITS AS WELL AS THE MESSAGE WILL BE APPROVED BY THE RESIDENT ENGINEER. THESE QUANTITIES WILL BE PAID UNDER ITEMS 641.15, PORTABLE CHANGEABLE MESSAGE SIGN AND 641.16, PORTABLE ARROW BOARD.
5. ON STANDARD E-103M, SIGN #W4-2 MAY BE REPLACED WITH #W9-2:



W9-2

"LANE ENDS" - C
 "MERGE" - D (101% SPACING)
 "LEFT" - D



CONSTRUCTION APPROACH SIGNING

DESIGNED BY LFW DATE 10-02
 DRAWN BY LFW DATE 10-02
 DESIGN FILE N:\pave\03a040A\03a040A.dgn
 PRF FILE p03a040Acas.i DATE 10-02
 FILE 10-02 PLOT 10-02

PROJ. NAME **WATERBURY - BOLTON**
 PROJ. NO. **IM 089-2(33)**
 SHEET **16** OF **16** SHEETS