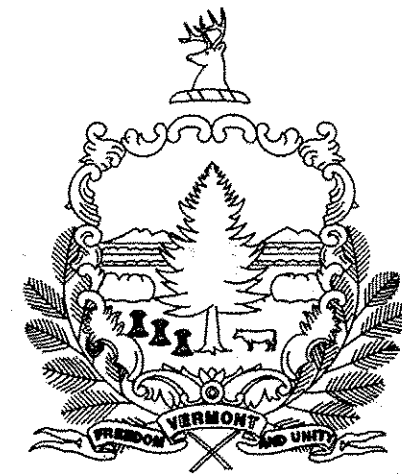
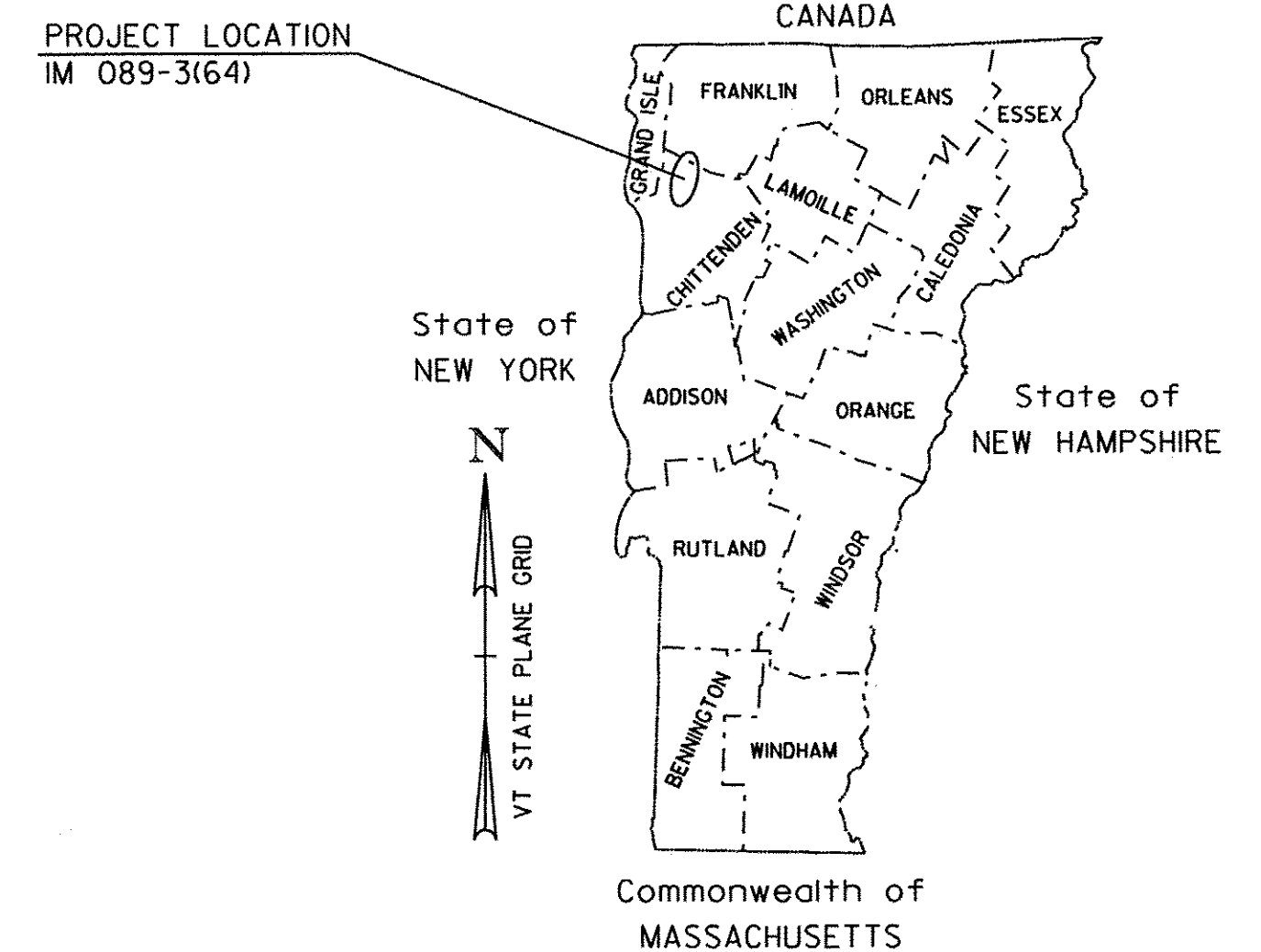


STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT TOWNS OF COLCHESTER, MILTON, AND GEORGIA COUNTIES OF CHITTENDEN AND FRANKLIN INTERSTATE ROUTE 89 (NB)



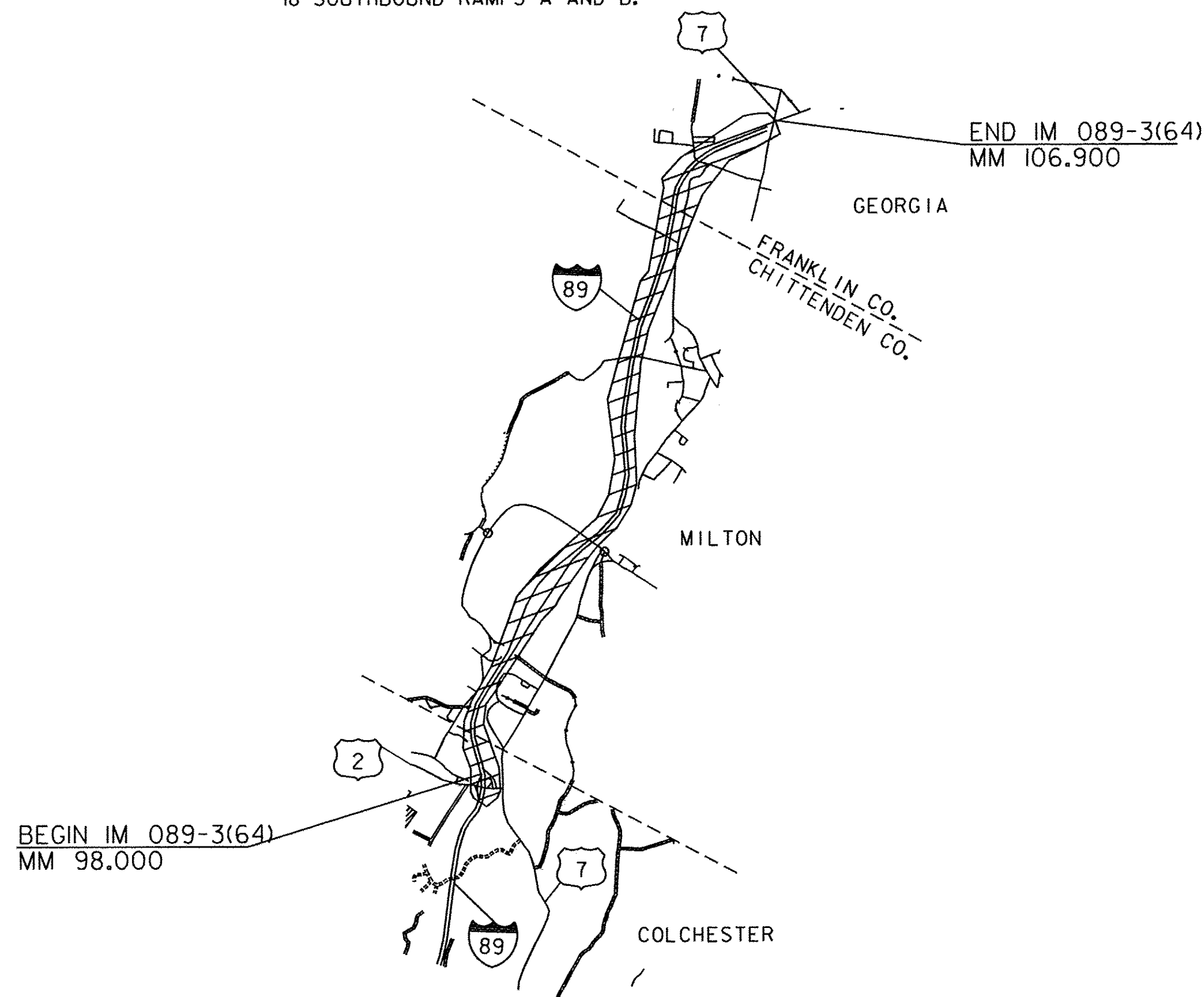
BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE / DESIGN LIFE ESAL	13,896,000
DESIGN NUMBER OF GYRATIONS	80
PERFORMANCE GRADE ASPHALT BINDER	SEE SECTION 490 GENERAL SPECIAL PROVISIONS

BEGINNING IN THE TOWN OF COLCHESTER AT MILE MARKER 98.000 = PLAN STA. 5174+40.00 (FIELD STA. 5174+40.00) AND EXTENDING NORTHERLY ALONG INTERSTATE ROUTE 89 FOR A DISTANCE OF 47,170 FT (8.93 MILES) TO AN ENDING POINT AT MILE MARKER 106.900 = PLAN STA. 5646+10.00 (FIELD STA. 5644+32.00)

LENGTH OF ROADWAY 47,170.00 FT (8.93 MILES)
LENGTH OF PROJECT 47,170.00 FT (8.93 MILES)

SECTION	AADT		DHV		ESAL'S (2009-2019)	ESAL'S (2009-2029)
	2009	2019	2009	2019		
MM 98.000 TO MM 106.900	10,100	12,400	1600	2000	4,777,000	13,896,000

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING, RESURFACING WITH A LEVELING COURSE AND WEARING COURSE, NEW PAVEMENT MARKINGS, NEW SIGNS, GUARDRAIL IMPROVEMENTS, DRAINAGE IMPROVEMENTS AND INCIDENTAL ITEMS. WORK INCLUDES NORTHBOUND MAINLINE AS WELL AS THE EXIT 17 NORTHBOUND RAMP C AND EXIT 18 SOUTHBOUND RAMPS A AND B.



RECORD PLANS	
CONTRACTOR:	F.W. WHITCOMB CONSTRUCTION CORP. - WALPOLE, NH
RESIDENT ENGINEER:	DELVIN WARNER
CONSTRUCTION BEGAN:	APRIL 27, 2009
CONSTRUCTION COMPLETE:	JULY 30, 2009
RECORD PLANS BY:	DELVIN WARNER & CRAIG PIERCE
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY:	<i>Delvin Warner</i> RESIDENT ENGINEER
DATE:	6/15/09
NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.	

CONVENTIONAL SYMBOLS	
COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARD RAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	

engineering planning management development

DATUM

VERTICAL N/A

HORIZONTAL N/A

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

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

DIRECTOR OF PROGRAM DEVELOPMENT	APPROVED: <i>[Signature]</i> DATE <u>12-0-08</u>
PROJECT MANAGER :	TED DOMEY
PROJECT NAME :	COLCHESTER - GEORGIA
PROJECT NUMBER :	IM 089-3 (64)
SHEET 1 OF 23 SHEETS	

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VAOT STANDARDS

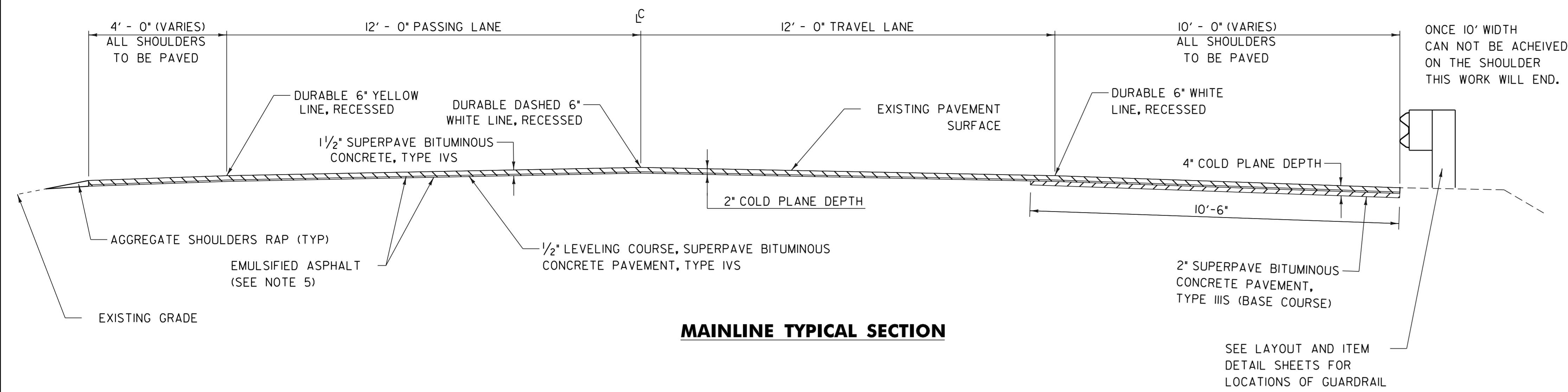
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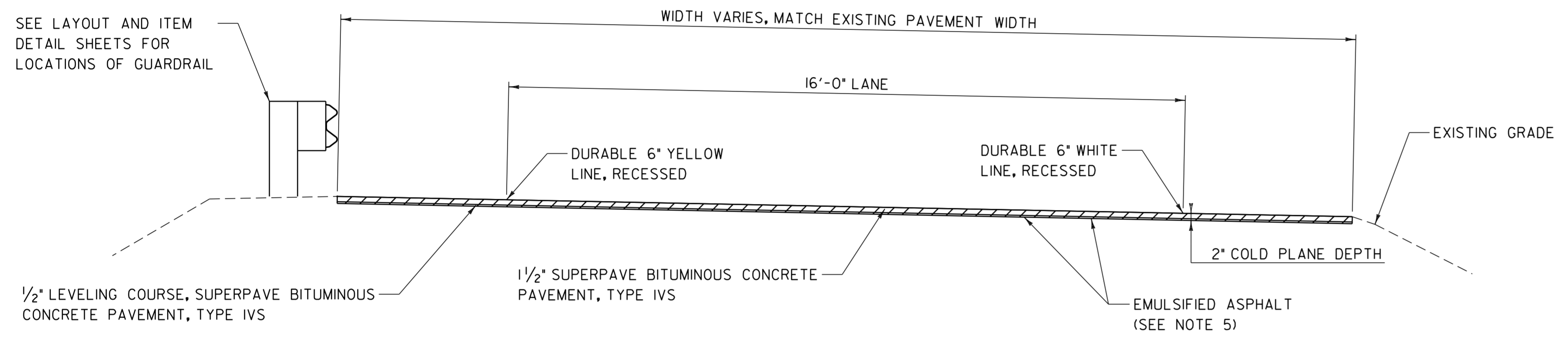
PROJECT NAME: COLCHESTER - GEORGIA
PROJECT NUMBER: IM 089-3(64)

FILE NAME: p06a196.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: p06a196is.i

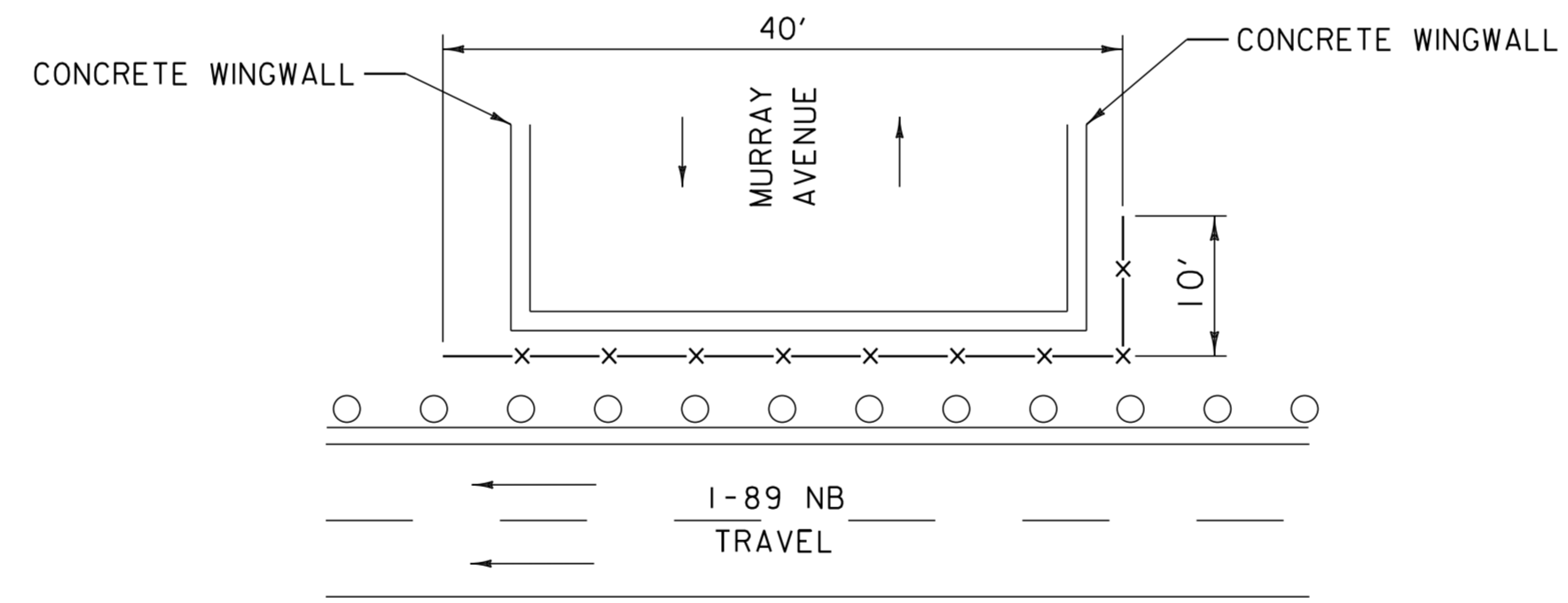
PLOT DATE: 04-OCT-2011 16:52
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 2 OF 23



MAINLINE TYPICAL SECTION



RAMP TYPICAL SECTION



CHAIN LINK FENCE - FOR SNOW PROTECTION

**SEEDING FORMULA
RURAL AREAS**

% WT.	LBS./A.	NAME	PUR %	GERM %
37.5	22.5	CREeping RED FESCUE	98	85
37.5	22.5	TALL FESCUE	95	90
5.0	3.0	RED TOP	95	90
15.0	9.0	BIRDsFOOT TREFOIL	98	85
5.0	3.0	ANNUAL RYEGRASS	95	85
100.0	60.0			

GENERAL NOTES

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

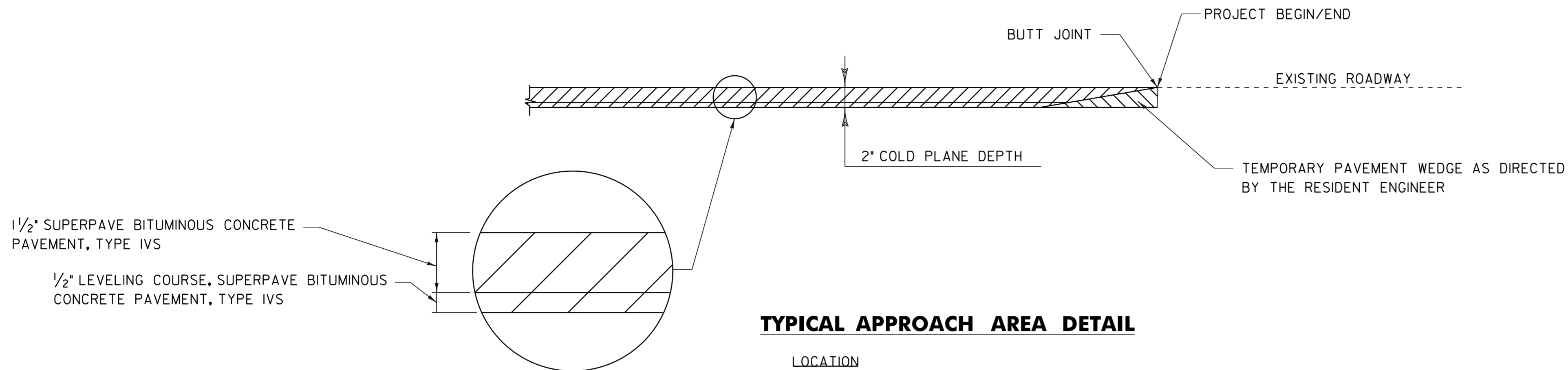
NOTES:

- ACTUAL PROJECT LENGTH IS APPROXIMATELY 178 FEET LONGER THAN THE MM SIGNS INDICATE. THEREFORE, BOTH A PLAN AND FIELD STATION HAVE BEEN INCLUDED AT THE PROJECT BEGINNING AND END.
- ESTIMATED QUANTITIES OF ITEM 203.15 "COMMON EXCAVATION" AND 204.22 "TRENCH EXCAVATION OF EARTH EXPLORATORY (N.A.B.I.)" HAVE BEEN INCLUDED FOR USE AS DIRECTED BY THE ENGINEER.
- 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. ALL BUTT JOINTS SHALL BE SAW CUT INCIDENTAL TO ITEM 210.10
- THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ADJACENT TO EXISTING DROP INLETS OR CATCH BASINS. 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.

- EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON ALL COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT A RATE OF 0.025 GAL / SY OR AS DIRECTED BY THE RESIDENT ENGINEER.
- SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 INCH (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).
- 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 402.13, "AGGREGATE SHOULDERS, RAP".
- THREE FEET OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 6 FOOT POSTS.
- ALL DI'S AND CB'S TO BE REHABILITATED, AS SHOWN ON THE PLANS AND PAID FOR UNDER ITEM 604.412, 604.415, 604.418, "REHABING DI, CB OR MH CLASS I, II, AND III", SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN. TYPE B GRATES SHALL BE USED FOR ALL REHABILITATED DI'S AND CB'S IN PAVEMENT ADJACENT TO BITUMINOUS CURBING.
- ESTIMATED QUANTITIES OF ITEM 608.25, "ALL PURPOSE EXCAVATOR RENTAL, TYPE I", 608.37, "TRUCK RENTAL", AND 608.40, "LOADER RENTAL, TYPE I" HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL END SECTIONS WITH EXCAVATED DITCHING MATERIAL. AN ESTIMATED QUANTITY OF 203.30, "EARTH BORROW" HAS BEEN INCLUDED IN THE CASE THAT THE DITCHING MATERIAL IS NOT SUITABLE TO USE IN THE GUARDRAIL END SECTIONS. 25 CY OF ITEM 203.30, "EARTH BORROW" HAS BEEN ESTIMATED FOR EACH NEW GUARDRAIL END SECTION. GUARDRAIL END SECTIONS SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF ITEM 402.13, "AGGREGATE SHOULDERS, RAP" UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 TONS OF ITEM 402.13, "AGGREGATE SHOULDERS, RAP" FOR EACH NEW GUARDRAIL END SECTION, ITEM 653.20, "TEMPORARY EROSION MATTING" SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL END SECTIONS. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.20, "TEMPORARY EROSION MATTING" FOR EACH NEW GUARDRAIL END SECTION. PRIOR TO THE PLACEMENT OF TEMPORARY EROSION MATTING, THE AREA SHALL BE TOPSOILED AND SEEDED USING ITEM 651.35, "TOPSOIL", AND ITEM 651.15, "SEED".
- BITUMINOUS CONCRETE PAVEMENT WORK WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS SIDE ROAD APPROACHES AND AROUND DRAINAGE AND UTILITY STRUCTURES) SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR ITEM 490.30, "SUPERPAVE BITUMINOUS CONCRETE PAVEMENT".
- 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 TO BE INCLUDED UNDER ITEM 203.40, "SHOULDER BERM REMOVAL".
- AREAS ADJACENT TO THE SHOULDER WHERE NO GUARDRAIL EXISTS, THAT HAVE BUILT UP EXCESS MATERIAL ARE TO BE GRADED IN ORDER TO ALLOW THE SHOULDER TO DRAIN AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER THE APPLICABLE RENTAL ITEMS.
- ALL DELINEATORS WITHIN THE PROJECT AREA ARE TO BE REPLACED. THESE ARE TO BE PAID FOR UNDER ITEM 676.10, "DELINEATORS W/ STEEL POSTS".
- AN ESTIMATED QUANTITY OF ITEM 619.17, "YIELDING MARKER POSTS" HAS BEEN INCLUDED TO DELINEATE CULVERT ENDS AND DROP INLETS LOCATED OUTSIDE OF THE PAVEMENT SURFACE OR AS DIRECTED BY THE RESIDENT ENGINEER.
- IF THE CONTRACTOR ELECTS TO COLD PLANE THE 10' SHOULDER PRIOR TO COLD PLANING THE ADJACENT TRAVEL LANE THE 2" BASE COURSE SHALL BE PAVED THE SAME WORKDAY. IF THE CONTRACTOR CHOOSES TO COLD PLANE THE 4" ON THE 10' SHOULDER IN TWO PASSES, PAYMENT FOR COLD PLANING WILL ONLY BE MADE FOR THE FIRST PASS. FINAL GRADING OF THE EXPOSED SHOULDER SUBBASE MATERIAL SHALL BE COMPLETED AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF 608.15 "POWER GRADER RENTAL" HAS BEEN INCLUDED TO COMPLETE THIS GRADING.
- THE PAVEMENT WEARING COURSE SHALL BE TYPE IVS ON THE ROADWAY AND BRIDGE SURFACES, ITEM 490.30 AS SHOWN ON THE TYPICALS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE LEVELING COURSE SHALL BE TYPE IVS UNLESS OTHERWISE SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER. LEVELING HAS BEEN INCLUDED TO RESHAPE THE ROADWAY PRIOR TO PAVING THE WEARING COURSE ALONG THE COLD PLANE TYPICAL SECTION. AN ESTIMATED THICKNESS OF 1/2" OF ITEM 490.30 HAS BEEN INCLUDED TO COVER THIS PROVISION.
- COMPACTION, GRADING, AND CLEAN UP OF ITEM 402.13 "AGGREGATE SHOULDER, RAP" AND ITEM 651.35 "TOPSOIL" IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF EACH ITEM.
- IN AREAS OF RUTTING THE COLD PLANE DEPTH SHOULD BE MEASURED FROM THE HIGH POINTS OF THE ROADWAY SECTION.
- STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.

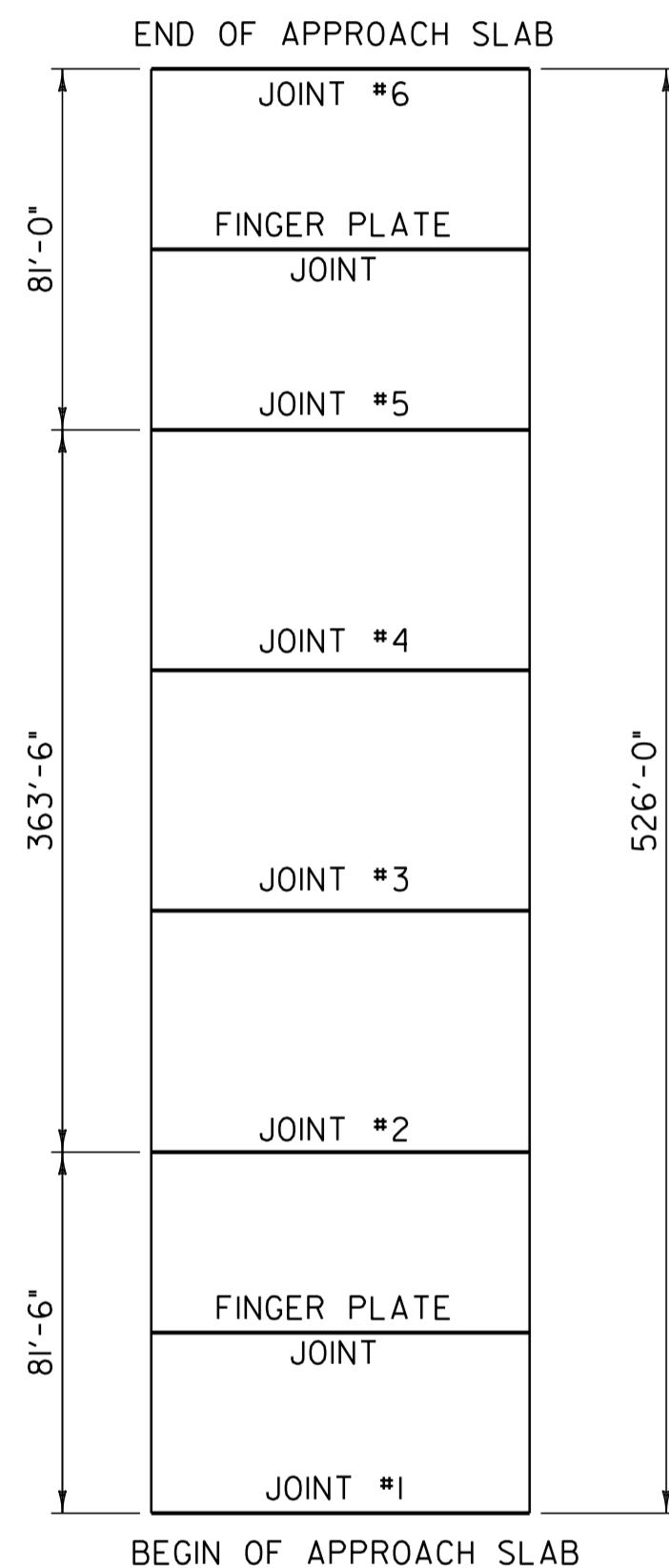
DETAILS ARE NOT TO SCALE

PROJECT TYPICAL SHEET	PROJECT NAME: COLCHESTER - GEORGIA	
	PROJECT NUMBER: IM 089-3(64)	
	FILE NAME: p06a196.dgn	PLOT DATE: 04-OCT-2011 16:52
	PROJECT LEADER: CDL	DRAWN BY: SJL
	DESIGNED BY: SJL	CHECKED BY: EPD
	PLOT FILE: p06a196pt.i	SHEET 3 OF 23



TYPICAL APPROACH AREA DETAIL

LOCATION
 STA. 5174+40.00 - BEGINNING OF PROJECT
 STA. 5646+10.00 - END OF PROJECT
 STA. 1+17.00 - EXIT 17 RAMP C
 STA. 10+15.00 - EXIT 18 RAMP A
 STA. 0+15.00 - EXIT 18 RAMP B



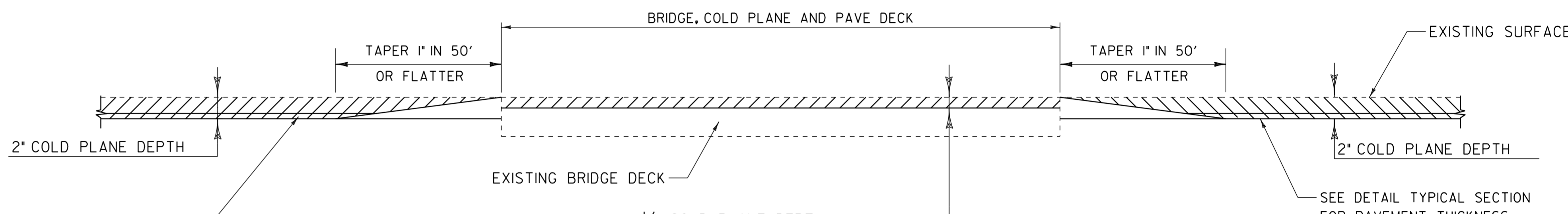
JOINT	STATION	LENGTH
1	5363+03.21	30' - 0"
2	5363+84.71	
3	5364+83.54	
4	5366+43.62	
5	5367+48.21	
6	5368+29.21	30' - 0"
BRIDGE #81N		60' - 0"

BRIDGE #81N
 TOTAL LENGTH OF JOINT
 JOINTS 2, 3, 4, AND 5 ARE VERTICAL PLATE JOINTS AND, THEREFORE, DO NOT REQUIRE ASPHALTIC PLUG JOINTS.

BRIDGE #81N
STA. 5365 + 66.46 (MM 101.622)
COLD PLANE AND PAVE

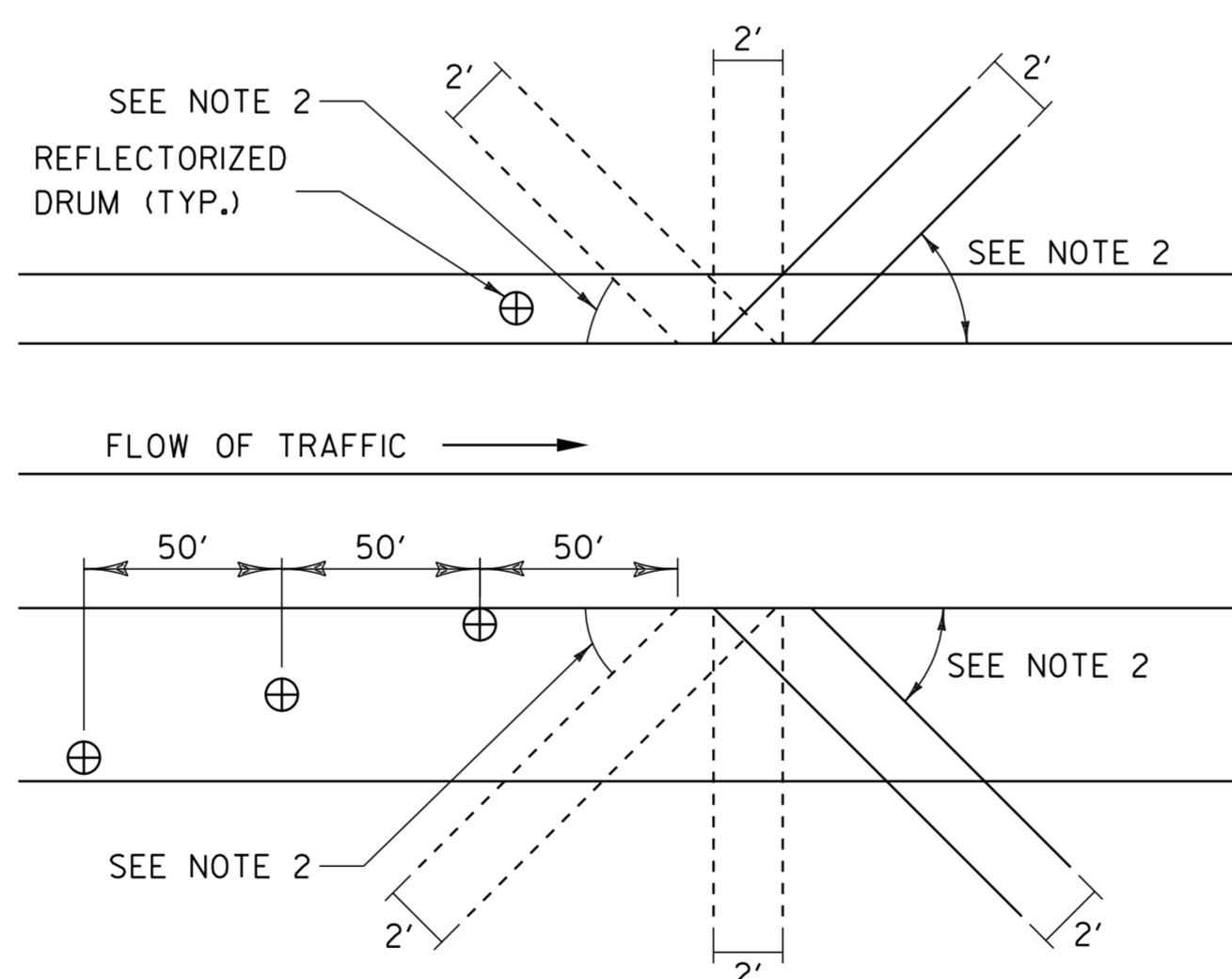
NOTES:

- REFER TO SHEET 5 FOR ASPHALTIC PLUG JOINT AND DETAILS. ALL NEW JOINTS TO BE PAID FOR UNDER ITEM 516.10, "BRIDGE EXPANSION JOINT, ASPHALTIC PLUG".
- BRIDGE #81N HAS DROP INLET AND/OR DOWNSPOUT OPENINGS LOCATED AT THE CURB LINE. THESE DRAINAGE OPENINGS WILL NOT REQUIRE REHABILITATION OR HEIGHT ADJUSTMENT.
- THE CONTRACTOR 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.
- THE CONTRACTOR SHALL PERFORM COLD PLANING WITH CAUTION AT THESE LOCATIONS. ANY DAMAGE WHICH OCCURS TO BRIDGE DECK MEMBRANES AS A RESULT OF COLD PLANE OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND THE MEMBRANE WILL BE REPAIRED OR REPLACED AT NO COST TO THE STATE.



BRIDGE COLD PLANE DETAIL

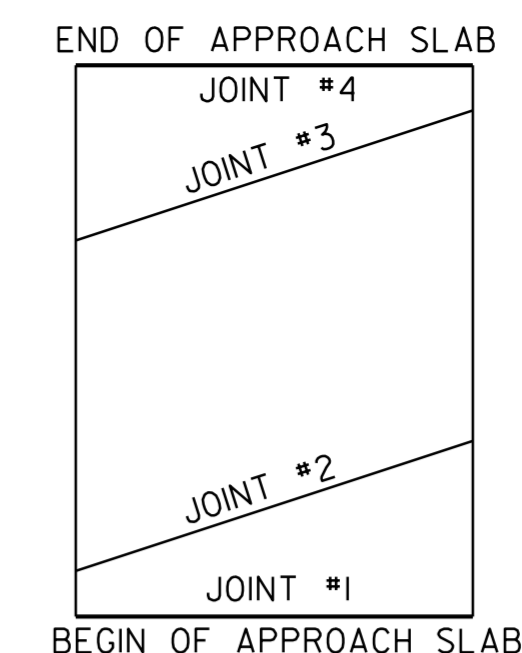
BRIDGE # 81N LOCATION
 STA. 5365+66.46 (MM 101.622)
 BRIDGE #84N LOCATION
 STA. 5578+88.50 (MM 105.660)



BLEEDER DETAIL

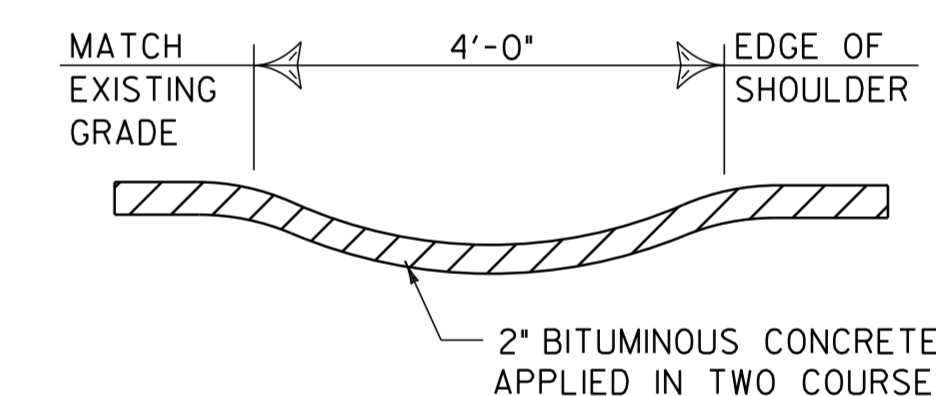
BLEEDER DETAIL NOTES:

- BLEEDERS ARE TO BE CUT WHILE COLD PLANING, AT LOCATIONS SPECIFIED BY THE RESIDENT ENGINEER.
- ANGLE BLEEDERS TO BEST ACCEPT WATER FLOW.
- CUT ALL BLEEDERS TO THE DEPTH OF COLD PLANING AND GRADE TO DRAIN. PAYMENT INCIDENTAL TO ITEM 210.10.
- BLEEDERS ARE TO BE FILLED DURING PAVING WITH ITEM 490.30, (PG 64-28) OR AS DESIGNATED BY THE RESIDENT ENGINEER.
- REFLECTORIZED DRUMS MUST BE PLACED AS SHOWN TO WARN MOTORISTS OF THE GAP IN THE SHOULDER.
- BLEEDERS ARE NOT REQUIRED IF THE COLD PLANED AREAS ARE PAVED BACK THE SAME DAY.



JOINT	STATION	LENGTH
1	5578+06	39' - 0"
2	5578+43	40' - 0"
3	5579+37	40' - 0"
4	5579+72	36' - 0"
BRIDGE #84N		155' - 0"
TOTAL LENGTH OF JOINT		

BRIDGE #84N
STA. 5578 + 88.50 (MM 105.660)
COLD PLANE AND PAVE



BITUMINOUS CONCRETE GUTTER DETAIL

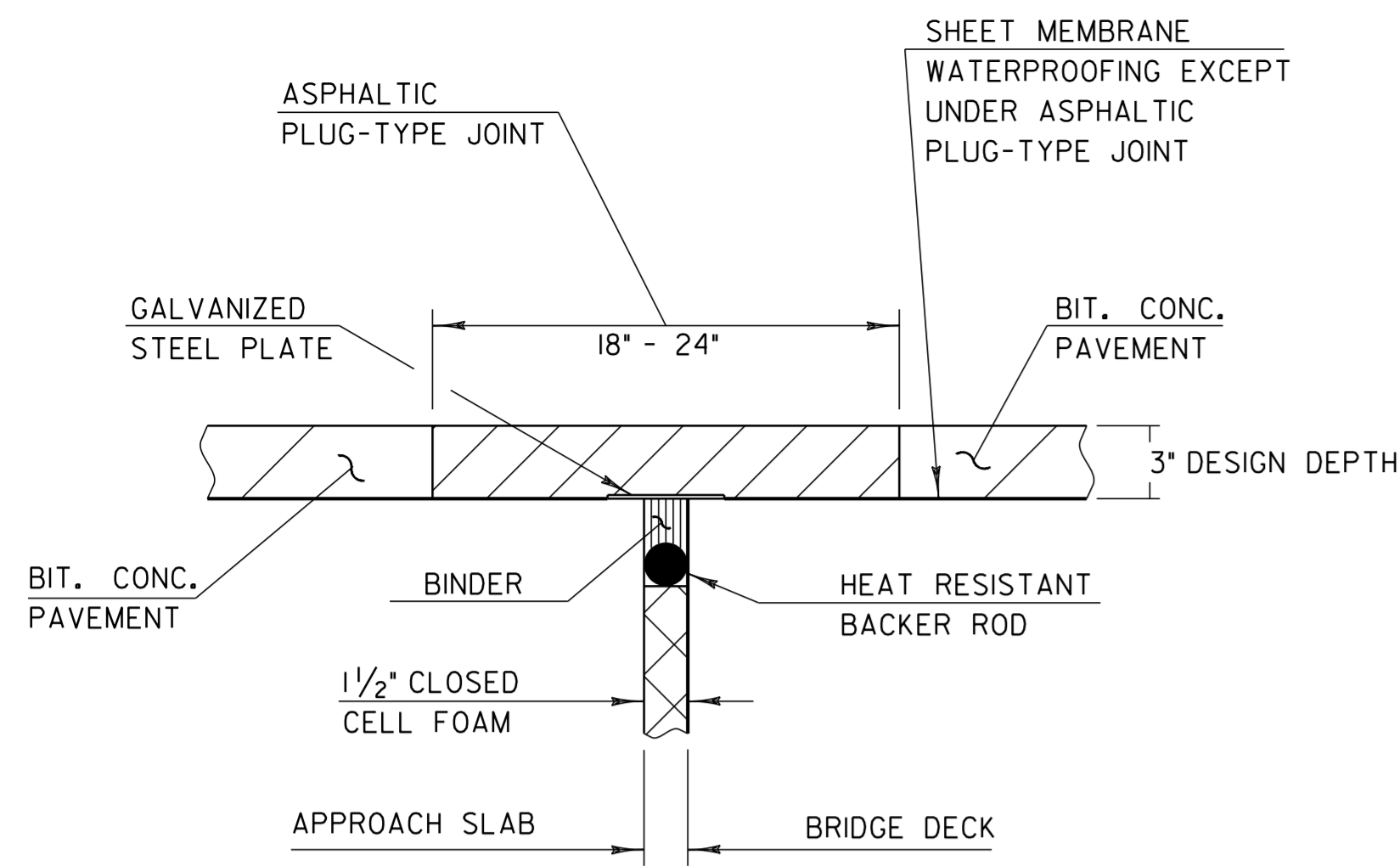
EXIT 17 STA. 5+16 LT, RAMP C
 EXIT 18 STA. 12+83 RT, RAMP A
 EXIT 18 STA. 15+67 RT, RAMP A

NOTES:

- EXISTING BITUMINOUS CONCRETE GUTTERS SHALL BE REMOVED WHERE INDICATED ON THE DETAIL. ANY EXCAVATION ASSOCIATED WITH THIS REMOVAL IS TO BE PAID AS ITEM 203.15 "COMMON EXCAVATION".
- THE BED UPON WHICH THE BITUMINOUS CONCRETE GUTTER WILL BE PLACED SHALL BE COMPACTED TO THE LINE, GRADE AND SLOPE AS DIRECTED BY THE RESIDENT ENGINEER.
- THE BITUMINOUS CONCRETE PAVEMENT SHALL BE LAID IN TWO COURSES, EACH ROLLED WITH A 150 POUND ROLLER.
- THIS WORK IS TO BE PAID FOR UNDER ITEM 616.47, "BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS". NOT INCLUDED IN THIS WORK IS ANY ADDITIONAL SUBBASE MATERIAL.

DETAILS ARE NOT TO SCALE

BRIDGE LOCATION AND DETAIL SHEET	PROJECT NAME: COLCHESTER - GEORGIA	
	PROJECT NUMBER: IM 089-3(64)	
	FILE NAME: p06a196.dgn	PLOT DATE: 04-OCT-2011 16:52
	PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: SJL	CHECKED BY: EPD	
PLOT FILE: p06a196bldsl.i	SHEET 4 OF 23	



ASPHALTIC PLUG TYPE JOINT DETAIL

STA. 5363+03.21 STA. 5578+06 STA. 5579+37
 STA. 5368+29.21 STA. 5578+43 STA. 5579+72

**ASPHALTIC PLUG BRIDGE JOINT
 GENERAL NOTES**

INSTALLATION:

THE JOINT SHALL BE LOCATED CENTRALLY OVER THE DECK EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.

THE JOINT SHALL BE EXCAVATED AS SHOWN ON THE PLANS BY USE OF SAWS AND PNEUMATIC HAMMER OR A HAMMER AND CHISEL.

THE JOINT AREA SHALL BE BLAST CLEANED OF DEBRIS AND ASPHALT. THE JOINT AREA SHALL BE THOROUGHLY DRIED USING HOT COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.

SPALLED AND DEFECTIVE CONCRETE SHALL BE REPAIRED WITH AN APPROVED MATERIAL AS AGREED UPON BY THE ENGINEER.

PROPERLY SIZED HEAT RESISTANT BACKER ROD SHALL BE PLACED IN THE MOVEMENT GAP ALLOWING FOR 25MM (1 INCH) +/- OF BINDER ABOVE THE ROD.

THE BINDER MATERIAL SHALL BE HEATED AND PLACED AS RECOMMENDED BY THE MANUFACTURER.

PLACE 6 MM (1/4 INCH) THICK BY 200 MM (8 INCH) WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRESTAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER.

A. THE STEEL PLATES MAY BE OMITTED WHERE THE APPROACH SLAB IS COVERED WITH A STONE BASE OR BITUMINOUS PAVEMENT, AND VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.

THE BINDER MATERIAL AND AGGREGATE SHALL BE HEATED AND MIXED AS RECOMMENDED BY THE MANUFACTURER.

THE INSTALLATION OF MATERIAL, COMPACTION, AND TOPCOATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.

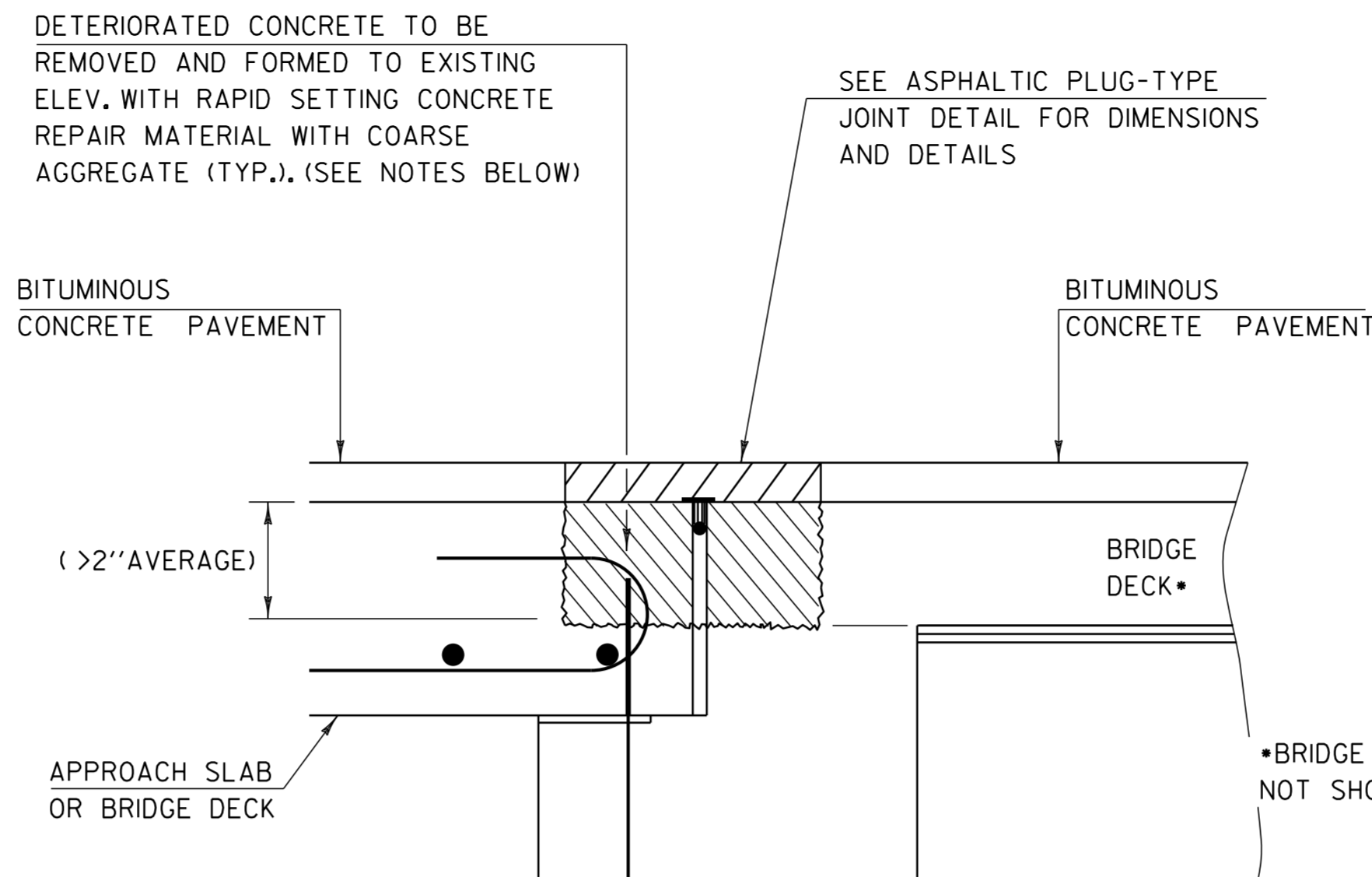
IMMEDIATELY AFTER TOPCOATING, AN ANTI-SKID MATERIAL SHALL BE CAST OVER THE JOINT TO REDUCE THE RISK OF TRACKING.

JOINT SHALL BE PROTECTED FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 52 C +/- (125 F).

WEATHER LIMITATIONS:

BINDER MATERIAL SHALL BE APPLIED ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL:

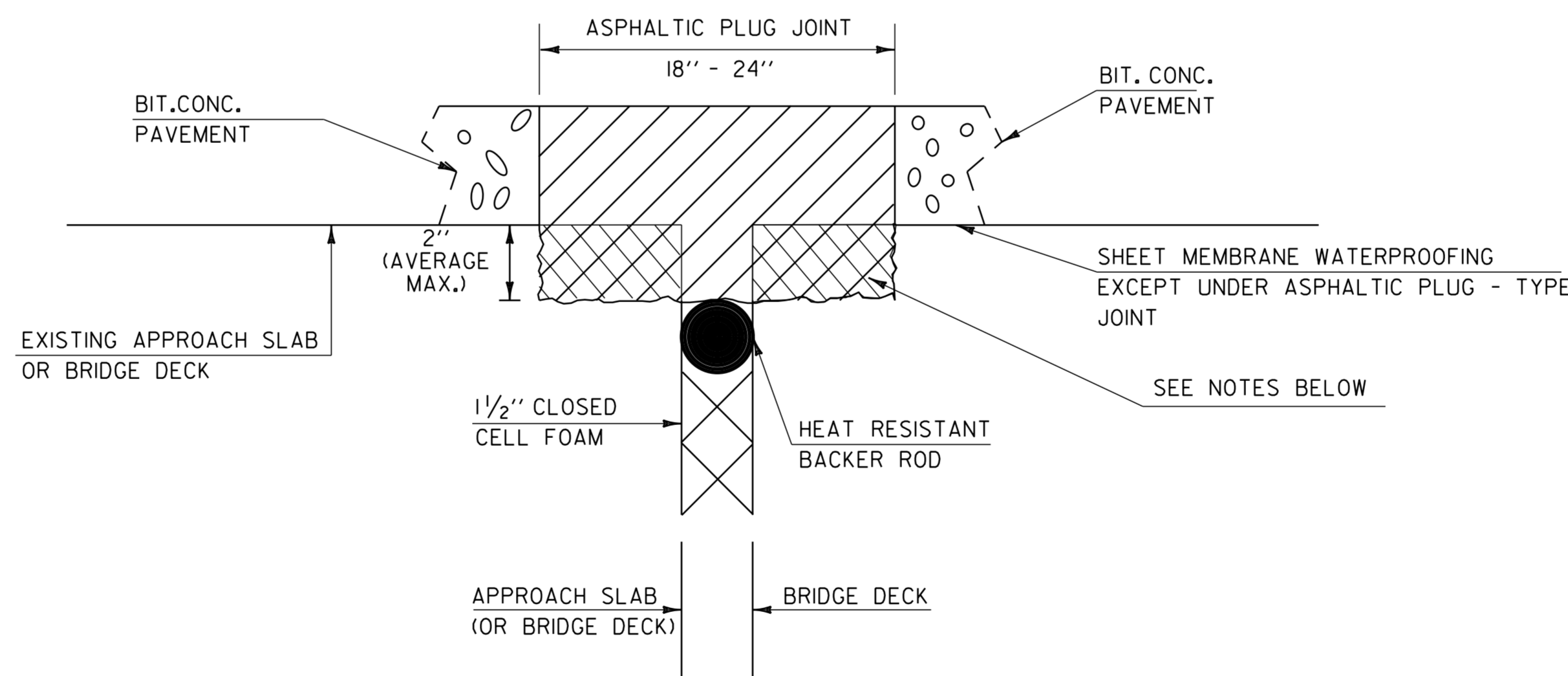
- (A) THE AMBIENT AIR TEMPERATURE IS AT LEAST (50°F) AND RISING FOR MAINLINE PAVING AND (40°F) AND RISING FOR SHOULDER PAVING.
- (B) THE ROAD SURFACE IS SUFFICIENTLY DRY.
- (C) WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF THE SATISFACTORY WORK.



**ASPHALTIC PLUG-TYPE JOINT DETAIL
 REMOVAL OF >2" DETERIORATED CONCRETE**

NOTES:

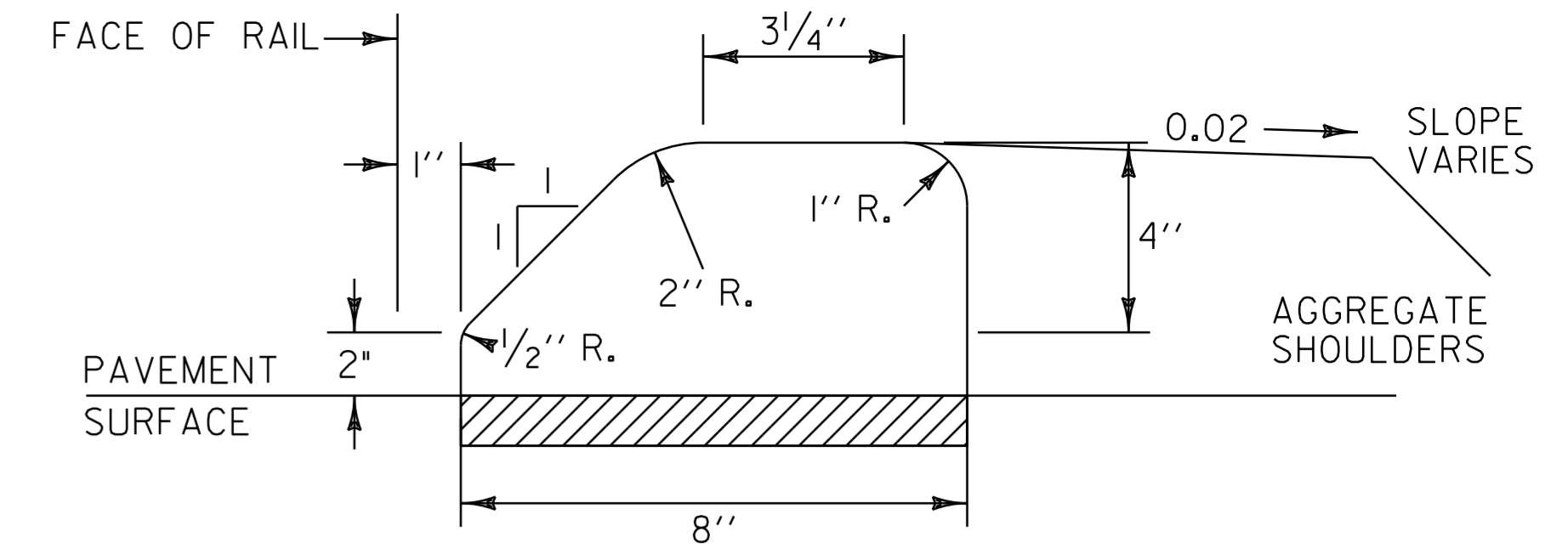
1. UPON ENCOUNTERING GREATER THAN 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE.
2. REMOVAL OF THE DETERIORATED CONCRETE WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 580.20 "RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE".
3. THE STEEL PLATE IN THE ASPHALTIC PLUG JOINT MAY BE OMITTED ONLY IF THE REPAIRED SURFACE IS SO IRREGULAR IT WILL CAUSE VERTICAL MOVEMENT AND IT IS DIRECTED BY THE RESIDENT ENGINEER.



ASPHALTIC PLUG-TYPE JOINT DETAIL

NOTES: REMOVAL OF UP TO 2" DETERIORATED CONCRETE

1. UPON ENCOUNTERING UP TO 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH THE ASPHALTIC PLUG JOINT MATERIAL AS DIRECTED BY THE RESIDENT ENGINEER.
2. REMOVAL OF DETERIORATED CONCRETE WILL NOT BE PAID SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR ITEM 516.10. THE ADDITIONAL PLUG JOINT MATERIAL BELOW THE DESIGN DEPTH TO REPLACE THE DETERIORATED CONCRETE WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE ITEM 516.10.
3. THE STEEL PLATE IN THE ASPHALTIC PLUG JOINT MAY BE OMITTED AS SHOWN IN THE DETAIL ABOVE IF THE REPAIRED SURFACE IS SO IRREGULAR IT WILL CAUSE VERTICAL MOVEMENT AND IT IS DIRECTED BY THE RESIDENT ENGINEER.

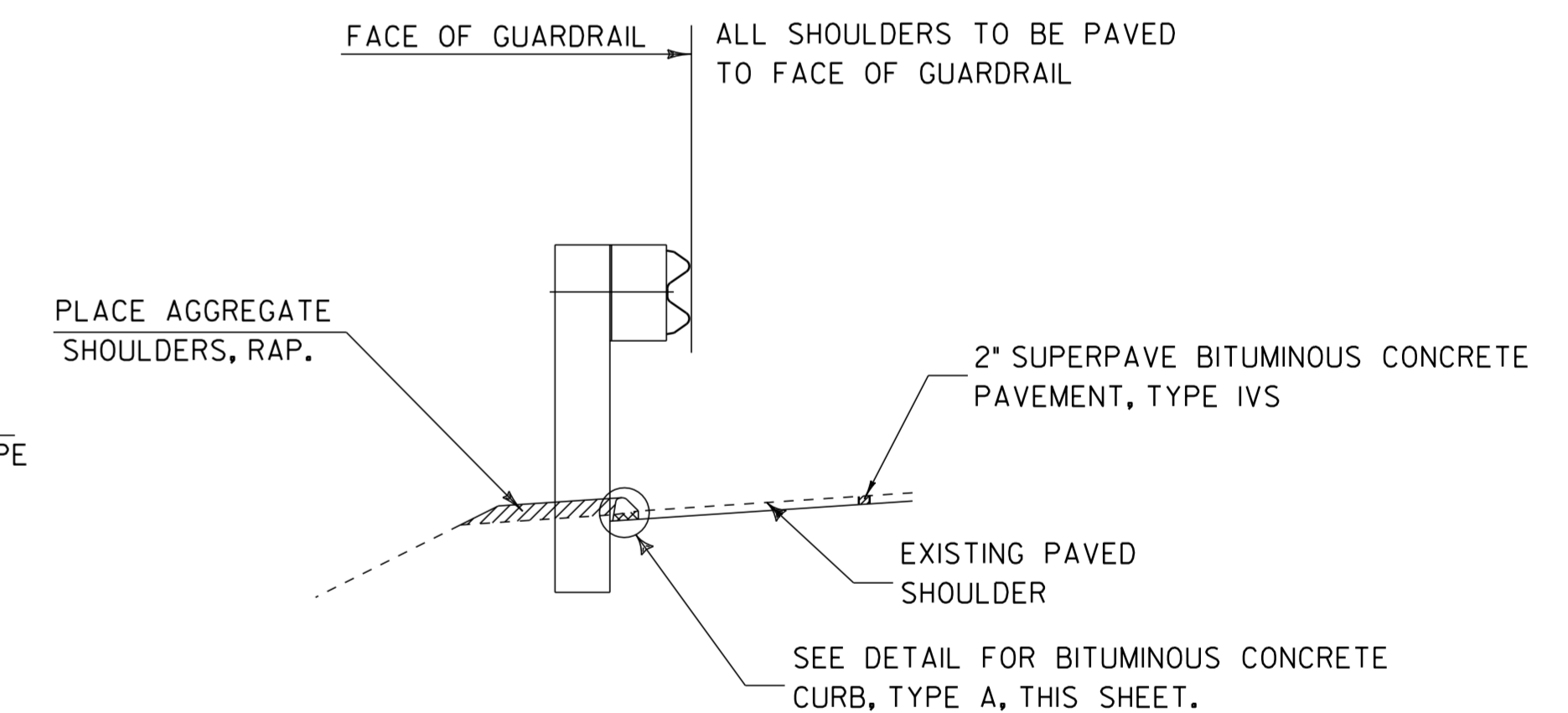


USE ONLY WITH STEEL BEAM GUARDRAIL

DETAIL FOR BITUMINOUS CONCRETE CURB, TYPE A

NOTE:

1. BITUMINOUS CONCRETE CURB IS TO BE PLACED PRIOR TO THE INSTALLATION OF GUARDRAIL AND THE PLACEMENT OF THE WEARING COURSE OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. IN AREAS OF EXISTING BRIDGE CURB, BITUMINOUS CONCRETE CURB SHALL BE TRANSITIONED INTO THE EXISTING BRIDGE CURB AS DIRECTED BY THE RESIDENT ENGINEER.
3. REMOVAL OF EXISTING CURB TO BE PAID FOR UNDER ITEM 616.41, "REMOVAL OF EXISTING CURB". NEW CURB TO BE PAID FOR UNDER ITEM 616.305, "BITUMINOUS CONCRETE CURB, TYPE A".
4. BITUMINOUS CONCRETE CURB SHALL BE IN CONFORMANCE WITH SECTION 616.
5. HEIGHT OF REVEAL OF CURB SHALL NOT EXCEED FOUR INCHES WHERE DESIGN OR POSTED SPEED IS EQUAL TO OR GREATER THAN 40 MPH AND WHEN INSTALLED WITH GUARDRAIL (STANDARD SHAPE TO BE BURIED AT THIS DEPTH).



**TYPICAL SECTION AT GUARDRAIL
 (EXISTING STEEL BEAM WITH CURBING)**

NOTE:

1. AN ESTIMATED QUANTITY OF BITUMINOUS CONCRETE CURB, TYPE A, IS INCLUDED IN THE QUANTITIES TO REPLACE DAMAGED OR MISSING CURB, AS DIRECTED BY THE RESIDENT ENGINEER. THIS ITEM WILL ALSO BE USED WHERE D'S ARE BEING REHABBED ALONG EXISTING BITUMINOUS CURB. AT THESE LOCATIONS, FOUR-FEET OF CURBING WILL BE REPLACED AT THE DI. SEE DETAIL FOR BITUMINOUS CONCRETE CURB, TYPE A, ON THIS SHEET.
2. THE CROSS HATCHED AREA SHALL BE CONSIDERED INCIDENTAL TO ITEM 616.305, "BITUMINOUS CONCRETE CURB, TYPE A".

DETAILS ARE NOT TO SCALE

ASPHALTIC PLUG JOINT DETAIL SHEET	PROJECT NAME: COLCHESTER - GEORGIA	
	PROJECT NUMBER: IM 089-3(64)	
	FILE NAME: p06a196.dgn	PLOT DATE: 04-OCT-2011 16:52
	PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: SJL	CHECKED BY: EPD	
PLOT FILE: p06a196apjds.i	SHEET 5 OF 23	

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SUMMARY SHEET 1

BEGIN STATION	END STATION	POS.	604.412		WASTE DITCHING MATERIAL	402.13	604.40	604.418		613.10	616.305	616.41	616.47	619.17	620.12	620.21	621.20	621.50	621.60	621.76	621.77	621.80	676.10					676.12	REMARKS		
			203.30	203.40				REHAB. D. I. CLASS I, II OR III	CHANGE ELEV. OF D. I.														STONE FILL, TYPE I	BITUM. CONC. CURB, TYPE A	REMOVAL EXIST CURB	BITUM. CONC. GUTTERS	YIELDING MARKER POSTS			CHAIN-LINK FENCE 6 FEET	BRACING ASSEMBLY
			CY	FT	CY	TON	EACH	EACH	CY	FT	FT	TON	EACH	FT	EACH	FT	EACH	EACH	EA	EA	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH			
5174+40.00	5646+10.00	LT/RT			519	3494	7	32				2.60	50											52	31	16	175	90	408	ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE RESIDENT ENGINEER	
5190+24		RT							12																					ESTIMATED QUANTITIES TO REPAIR ERODED AREA	
5231+18	5235+83	RT	25	342		5																								INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5231+18	
5278+35	5281+49.50	LT	25	80		5																								INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5278+35	
5278+35	5278+72.5	LT												4-30-10	DUPLICATE															INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5278+35	
5278+98	5282+75	RT	25	52		5																								INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5278+98	
5280+00		RT							20																					ESTIMATED QUANTITIES TO REPAIR ERODED AREA	
5286+20	5292+47	RT	25	96		5																								INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5286+20	
5302+22	5306+84.50	RT	25	340		5																								INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5302+22	
5302+72	5306+86.50	LT	25	301		5																								INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5302+72	
5313+22	5323+06	RT																												RETAIN EXISTING STEEL BEAM GUARDRAIL	
5329+24	5334+24	LT		400																										RETAIN EXISTING STEEL BEAM GUARDRAIL	
5345+39	5362+83	RT	25	1212		5				192	192																			INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5345+39	
5360+89	5362+78	LT		151																										RETAIN EXISTING STEEL BEAM GUARDRAIL	
BRIDGE #81N																															
5368+48	5369+64	RT		-												114.5															REMOVE AND REPLACE EXISTING GUARDRAIL
5385+19	5390+30	RT	25	379		5																								INSTALL ANCHOR AT STA. 5369+49.50 INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5385+19	
5395+86	5400+88	RT	25	-		5																								INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5395+86, INSTALL ANCHOR AT STA. 5400+73.50	
5413+22	5432+23	RT	25	230		5				175	175																			INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5413+22	
5444+87	5452+05	RT	25	200		5																								INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5444+87	
5447+35	5452+10	LT		380																										RETAIN EXISTING STEEL BEAM GUARDRAIL	
5463+89	5468+08	RT	25	105		5																								INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5463+89	
5466+02		RT	25						5																					ESTIMATED QUANTITIES TO REPAIR ERODED AREA	
5484+62	5488+02	LT	25	124		5																								INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5484+62	
5484+62	5484+99.5	LT												DUPLICATE																	
5484+65	5488+83	RT	25	304		5																								INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5484+65	
SUBTOTAL			375	4696	519	3564	7	32	37	367	367	2.60	50	-	-	114.5	15	1	79	101	677	30	52	31	16	175	90	408			

NOTE: ABOVE DUPLICATES WERE REPLACEMENTS DUE TO AN ACCIDENT.

ITEM
DETAIL
SUMMARY
SHEET #1

PROJECT NAME: COLCHESTER - GEORGIA
PROJECT NUMBER: IM 089-3(64)
FILE NAME: p06a196.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: p06a196dssl.i
PLOT DATE: 04-OCT-2011 6:52
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 9 OF 23

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SUMMARY SHEET 2

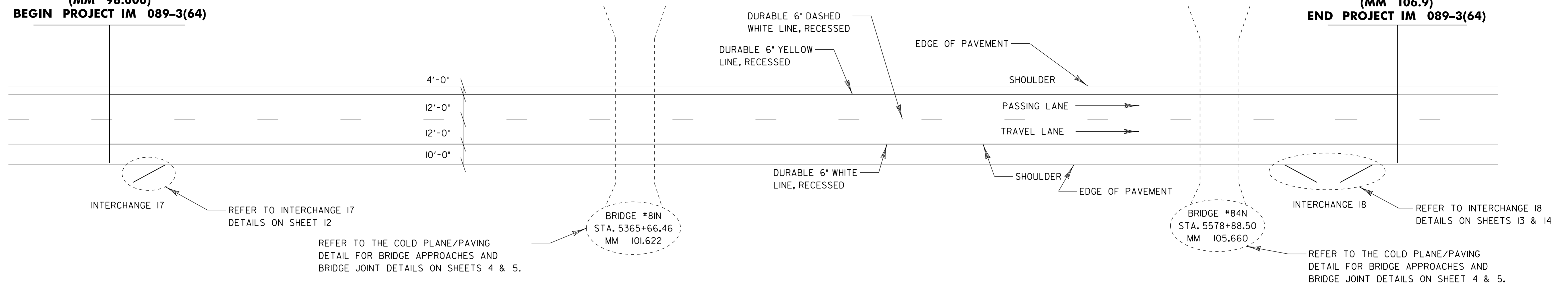
604.412
604.415

BEGIN MILEMARKER	END MILEMARKER	POS.	203.30	203.40	WASTE DITCHING MATERIAL	402.13	604.40	604.418	613.10	616.305	616.41	616.47	619.17	620.12	620.21	621.20	621.50	621.60	621.76	621.77	621.80	676.10					676.12	REMARKS
			EARTH BORROW	SHOULDER BERM REMOVAL		AGG. SHOULDR. RAP	CHANGE ELEV. OF D. I.	REHAB. D. I. CLASS I, II OR III	STONE FILL, TYPE I	BITUM. CONC. CURB, TYPE A	REMOVAL EXIST CURB	BITUM. CONC. GUTTERS	YIELDING MARKER POSTS	CHAIN-LINK FENCE 6 FEET	BRACE ASSEMBLY	STEEL BEAM G. R. GALV.	MANUF. TERMINAL SECTION FLARED	ANCHOR FOR S. B. RAIL	REPLACE G. R. POST	REPLACE G. R. BEAM	REMOVE & DISP. OF G. R.	TYPE I GUARD RAIL ENDS	TYPE I RAMPS	TYPE II	TYPE III	TYPE I WITH PLAQUE	TYPE I WITHOUT PLAQUE	
			CY	FT	CY	TON	EACH	EACH	CY	FT	FT	TON	EACH	FT	EACH	FT	EACH	EACH	EA	EA	FT	EACH	EACH	EACH	EACH	EACH	EACH	
5527+00	5527+40	RT							5					50	3													ESTIMATED QUANTITY TO REPAIR ERODED AREA
5525+02	5527+51	RT	25	169		5											1		4	4	37.5	2						INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5525+02
5562+14		RT							5																			ESTIMATED QUANTITY TO REPAIR ERODED AREA
5533+81	5539+07	RT	25	106		5											1		4	4	37.5	2						INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5533+81
5553+26	5578+10	RT	25	309		5											1		6	16	37.5	2						INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5553+26
5553+55	5565+93	LT	25	1050		5											1		4	6	37.5	2						INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5553+55
5573+14	5577+88	LT	25	349		5											1		4	6	37.5	1						INSTALL MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5573+14
BRIDGE #84 N																												
5579+81	5580+63	LT		66															1	3		1						REPLACE BEAMS AND POSTS AS NECESSARY
5579+95	5585+99	RT		105															16	16		2						REPLACE BEAMS AND POSTS AS NECESSARY
5620+75	5626+04	LT		423															16	8								RETAIN EXISTING STEEL BEAM GUARDRAIL
5621+87	5625+79	RT	25	284		5											1		2	10	37.5	2						INSTALL MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5621+87
EXIT 17 RAMP C																												
1+02	2+16	RT														139.5		1			137.5							INSTALL ANCHOR AT STA. 2+16; REMOVE TEXAS TWIST
EXIT 18 RAMP A									1																			
10+48		LT																										
SUBTOTAL THIS SHEET			150	2861	-	30	-	1	10	-	-	-	-	50	3	139.5	6	1	57	73	362.5	14	-	-	-	-	-	
SUBTOTAL SHEET 8			375	4696	519	3564	7	32	37	367	367	2.60	50	-	-	114.5	15	1	79	101	677	30	52	31	16	175	90	408
ROUNDING			-	43	-	56	-	-	-	8	8	.40	-	-	-	8.5	-	-	-	-	0.5	-	-	-	-	-	-	
GRAND TOTAL			525	7600	519	3650	7	33	47	375	375	3.00	50	50	3	262.5	21	2	136	174	1040	44	52	31	16	175	90	408

ITEM DETAIL SUMMARY SHEET #2	PROJECT NAME: COLCHESTER - GEORGIA
	PROJECT NUMBER: IM 089-3(64)
	FILE NAME: p06a196.dgn
	PLOT DATE: 04-OCT-2011 16:52
	PROJECT LEADER: CDL
	DRAWN BY: SJL
	DESIGNED BY: SJL
	CHECKED BY: EPD
	PLOT FILE: p06a196idss2.i
	SHEET 10 OF 23

**INTERSTATE ROUTE 89
NORTHBOUND
PLAN STA. 5174+40.00
(MM 98.000)
FIELD STA. 5174+40.00
(MM 98.000)
BEGIN PROJECT IM 089-3(64)**

**INTERSTATE ROUTE 89
NORTHBOUND
PLAN STA. 5646+10.00
(MM 106.933)
FIELD STA. 5644+32.00
(MM 106.9)
END PROJECT IM 089-3(64)**



604.412, 604.415, 604.418 REHABILITATION OF DI,
CB OR MH, CLASS I, CLASS II, AND CLASS III

STA. 5279+40.91	IN PAVEMENT	STA. 5447+65.06	IN PAVEMENT
STA. 5279+91.31	IN PAVEMENT	STA. 5465+41.23	IN PAVEMENT
STA. 5287+41.34	IN PAVEMENT	STA. 5486+16.02	IN PAVEMENT
STA. 5289+88.77	IN PAVEMENT	STA. 5535+24.12	IN PAVEMENT
STA. 5363+03.25	IN PAVEMENT	STA. 5536+73.75	IN PAVEMENT
STA. 5368+27.57	IN PAVEMENT	STA. 5557+74.38	IN PAVEMENT
STA. 5397+26.36	IN PAVEMENT	STA. 5560+23.68	IN PAVEMENT
STA. 5399+25.98	IN PAVEMENT	STA. 5562+73.80	IN PAVEMENT
STA. 5416+14.18	IN PAVEMENT	STA. 5564+73.99	IN PAVEMENT
STA. 5417+90.41	IN PAVEMENT	STA. 5566+73.99	IN PAVEMENT
STA. 5419+64.92	IN PAVEMENT	STA. 5569+25.01	IN PAVEMENT
STA. 5422+14.66	IN PAVEMENT	STA. 5574+24.57	IN PAVEMENT
STA. 5425+15.96	IN PAVEMENT	STA. 5576+24.57	IN PAVEMENT
STA. 5425+16.20	IN PAVEMENT	STA. 5578+16.76	IN PAVEMENT
STA. 5429+41.39	IN PAVEMENT	STA. 5579+73.33	IN PAVEMENT
STA. 5445+70.46	IN PAVEMENT	STA. 5582+24.07	IN PAVEMENT

646.426 DURABLE 6" WHITE LINE, RECESSED

STA. 5174+40 RT - STA. 5177+98 RT (SOLID)
STA. 5174+40 - STA. 5646+10 (DASHED)
STA. 5187+30 RT - STA. 5611+10 RT (SOLID)
STA. 5616+30 RT - STA. 5620+85 RT (SOLID)
STA. 5632+60 RT - STA. 5646+10 RT (SOLID)

646.622 TEMPORARY 6" WHITE LINE, PAINT

STA. 5174+40 RT - STA. 5177+98 RT (SOLID)
STA. 5174+40 - STA. 5646+10 (DASHED)
STA. 5187+30 RT - STA. 5611+10 RT (SOLID)
STA. 5616+30 RT - STA. 5620+85 RT (SOLID)
STA. 5632+60 RT - STA. 5646+10 RT (SOLID)

604.40 CHANGE ELEVATION OF CATCH BASIN, DROP INLET, OR MANHOLE

STA. 5450+11.95 RT	STA. 5509+80.91 RT
STA. 5452+50.76 LT	STA. 5529+47.61 LT
STA. 5452+50.97 RT	STA. 5591+88.49 LT
STA. 5505+86.47 RT	

646.436 DURABLE 6" YELLOW LINE, RECESSED

STA. 5174+40 LT - STA. 5646+10 LT (SOLID)

646.632 TEMPORARY 6" YELLOW LINE, PAINT

STA. 5174+40 LT - STA. 5646+10 LT (SOLID)

621.50 MANUFACTURED TERMINAL SECTION, FLARED

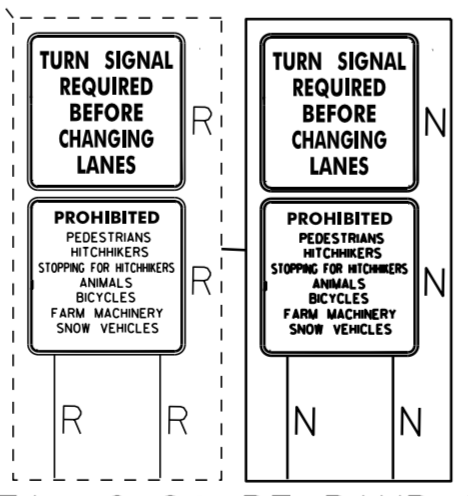
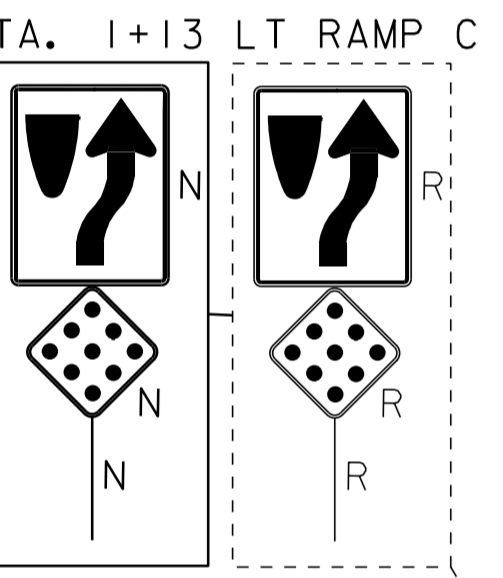
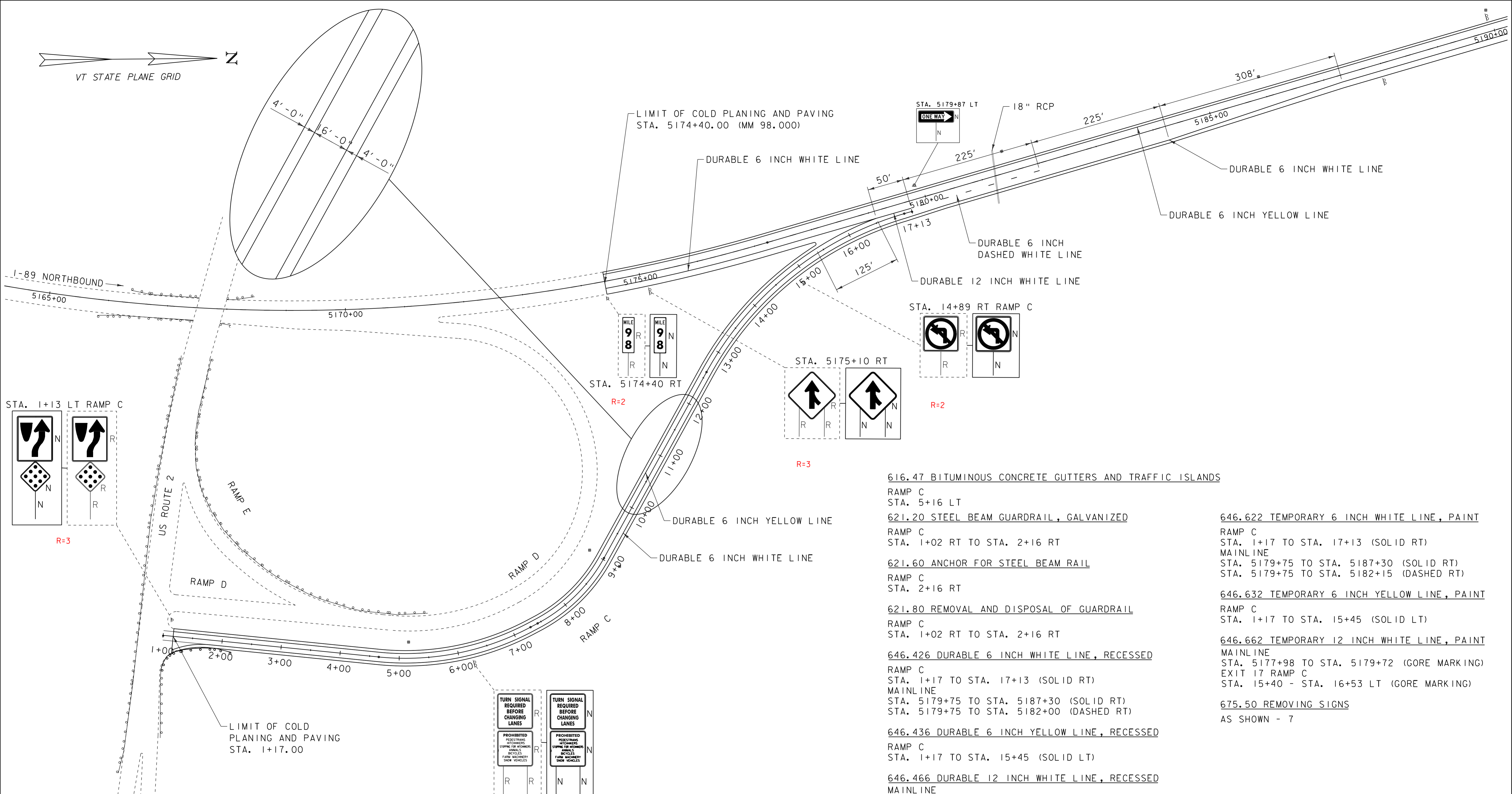
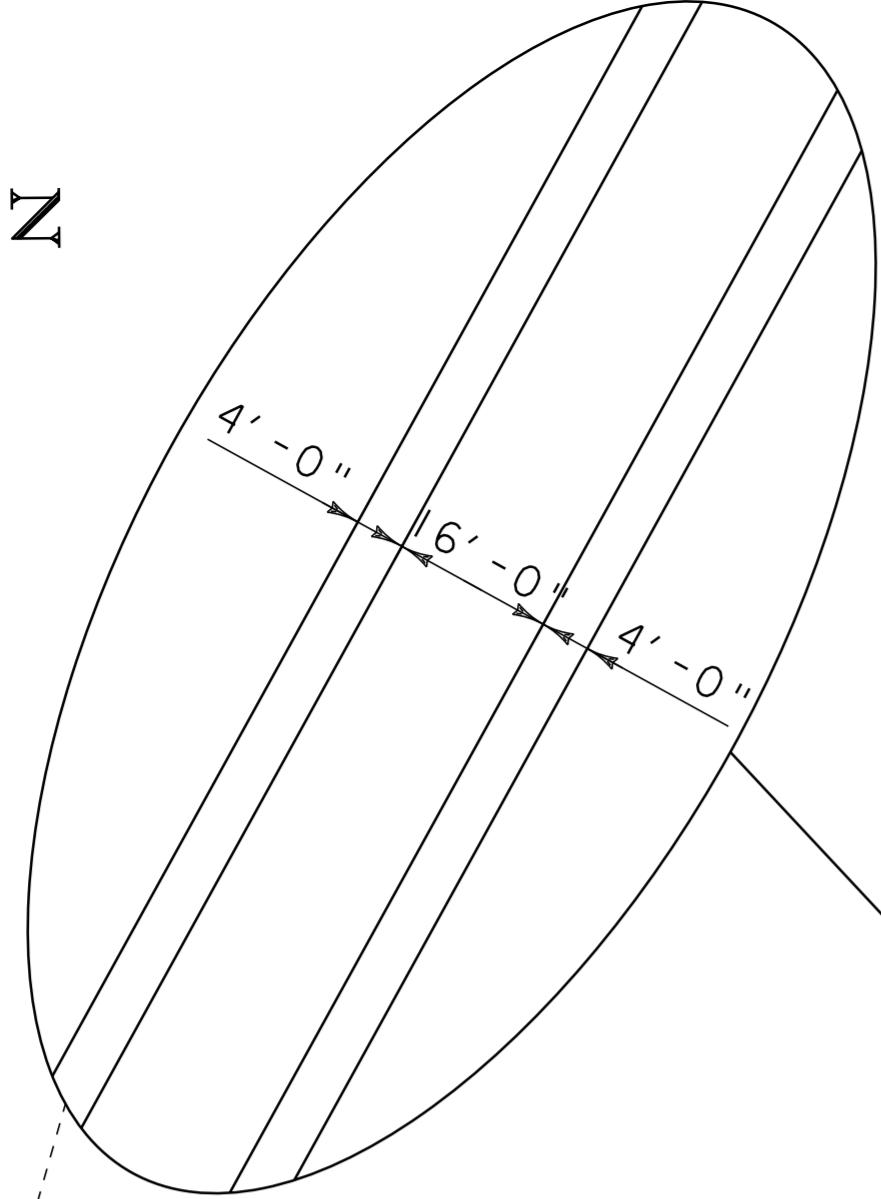
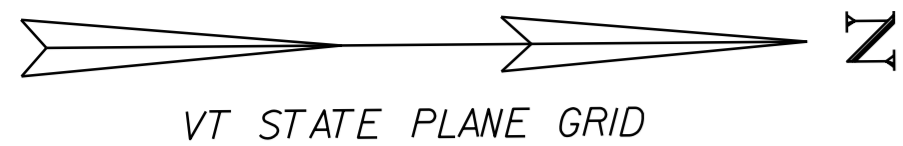
SEE ITEM DETAIL SHEET

**PAVING PROJECT
LAYOUT SHEET**

PROJECT NAME: COLCHESTER - GEORGIA
PROJECT NUMBER: IM 089-3(64)

FILE NAME: p06a196.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: p06a196ppls.i

PLOT DATE: 04-OCT-2011 16:52
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 12 OF 23



RAMP RADII INFORMATION

RAMP	RADII, FT	DESCRIPTION
C	450	STA. 4+65 TO STA. 7+40
	275	STA. 7+40 TO STA. 9+03
	560	STA. 12+61 TO STA. 17+00

REMOVAL=3+4+2+3+2=14

- 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS
- RAMP C
STA. 5+16 LT
- 621.20 STEEL BEAM GUARDRAIL, GALVANIZED
- RAMP C
STA. 1+02 RT TO STA. 2+16 RT
- 621.60 ANCHOR FOR STEEL BEAM RAIL
- RAMP C
STA. 2+16 RT
- 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
- RAMP C
STA. 1+02 RT TO STA. 2+16 RT
- 646.426 DURABLE 6 INCH WHITE LINE, RECESSED
- RAMP C
STA. 1+17 TO STA. 17+13 (SOLID RT)
- MAINLINE
STA. 5179+75 TO STA. 5187+30 (SOLID RT)
STA. 5179+75 TO STA. 5182+00 (DASHED RT)
- 646.436 DURABLE 6 INCH YELLOW LINE, RECESSED
- RAMP C
STA. 1+17 TO STA. 15+45 (SOLID LT)
- 646.466 DURABLE 12 INCH WHITE LINE, RECESSED
- MAINLINE
STA. 5177+98 TO STA. 5179+72 (GORE MARKING)
EXIT 17 RAMP C
STA. 15+40 - STA. 16+53 LT (GORE MARKING)
- 646.622 TEMPORARY 6 INCH WHITE LINE, PAINT
- RAMP C
STA. 1+17 TO STA. 17+13 (SOLID RT)
- MAINLINE
STA. 5179+75 TO STA. 5187+30 (SOLID RT)
STA. 5179+75 TO STA. 5182+15 (DASHED RT)
- 646.632 TEMPORARY 6 INCH YELLOW LINE, PAINT
- RAMP C
STA. 1+17 TO STA. 15+45 (SOLID LT)
- 646.662 TEMPORARY 12 INCH WHITE LINE, PAINT
- MAINLINE
STA. 5177+98 TO STA. 5179+72 (GORE MARKING)
EXIT 17 RAMP C
STA. 15+40 - STA. 16+53 LT (GORE MARKING)
- 675.50 REMOVING SIGNS
AS SHOWN - 7

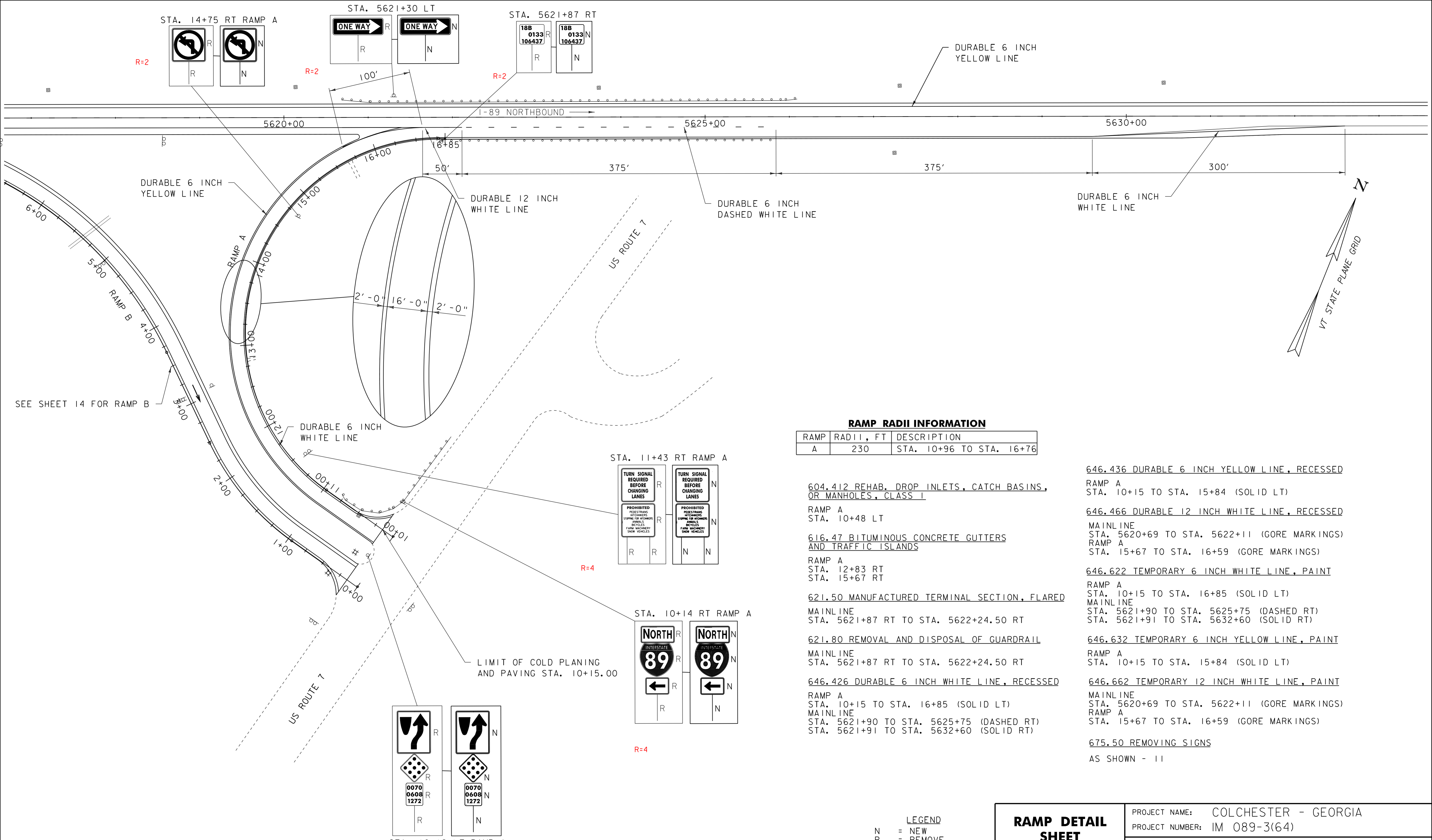
LEGEND

- N = NEW
- R = REMOVE
- B-B = BACK TO BACK
- RET = RETAIN

NOT TO SCALE

RAMP DETAIL SHEET INTERCHANGE #17 RAMP C

PROJECT NAME: COLCHESTER - GEORGIA	PLOT DATE: 04-OCT-2011 16:52
PROJECT NUMBER: IM 089-3(64)	DRAWN BY: RHB/SJL
FILE NAME: p06a196.dgn	DESIGNED BY: SJL
PROJECT LEADER: CDL	CHECKED BY: EPD
PLOT FILE: p06a196rdsil7c.i	SHEET 13 OF 23



REMOVALS=2+2+2+4+4+4=18

RAMP RADII INFORMATION

RAMP	RADII, FT	DESCRIPTION
A	230	STA. 10+96 TO STA. 16+76

- 604.412 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I
- RAMP A
STA. 10+48 LT
- 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS
- RAMP A
STA. 12+83 RT
STA. 15+67 RT
- 621.50 MANUFACTURED TERMINAL SECTION, FLARED
- MAINLINE
STA. 5621+87 RT TO STA. 5622+24.50 RT
- 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
- MAINLINE
STA. 5621+87 RT TO STA. 5622+24.50 RT
- 646.426 DURABLE 6 INCH WHITE LINE, RECESSED
- RAMP A
STA. 10+15 TO STA. 16+85 (SOLID LT)
- MAINLINE
STA. 5621+90 TO STA. 5625+75 (DASHED RT)
STA. 5621+91 TO STA. 5632+60 (SOLID RT)

- 646.436 DURABLE 6 INCH YELLOW LINE, RECESSED
- RAMP A
STA. 10+15 TO STA. 15+84 (SOLID LT)
- 646.466 DURABLE 12 INCH WHITE LINE, RECESSED
- MAINLINE
STA. 5620+69 TO STA. 5622+11 (GORE MARKINGS)
- RAMP A
STA. 15+67 TO STA. 16+59 (GORE MARKINGS)
- 646.622 TEMPORARY 6 INCH WHITE LINE, PAINT
- RAMP A
STA. 10+15 TO STA. 16+85 (SOLID LT)
- MAINLINE
STA. 5621+90 TO STA. 5625+75 (DASHED RT)
STA. 5621+91 TO STA. 5632+60 (SOLID RT)
- 646.632 TEMPORARY 6 INCH YELLOW LINE, PAINT
- RAMP A
STA. 10+15 TO STA. 15+84 (SOLID LT)
- 646.662 TEMPORARY 12 INCH WHITE LINE, PAINT
- MAINLINE
STA. 5620+69 TO STA. 5622+11 (GORE MARKINGS)
- RAMP A
STA. 15+67 TO STA. 16+59 (GORE MARKINGS)
- 675.50 REMOVING SIGNS
- AS SHOWN - 11

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

NOT TO SCALE

RAMP DETAIL SHEET INTERCHANGE #18 RAMP A

PROJECT NAME: COLCHESTER - GEORGIA	PLOT DATE: 04-OCT-2011 16:52
PROJECT NUMBER: IM 089-3(64)	DRAWN BY: RHB/SJL
FILE NAME: p06a196.dgn	CHECKED BY: EPD
PROJECT LEADER: CDL	SHEET 14 OF 23
DESIGNED BY: SJL	
PLOT FILE: p06a196rds118a.i	

DURABLE 6 INCH
YELLOW LINE

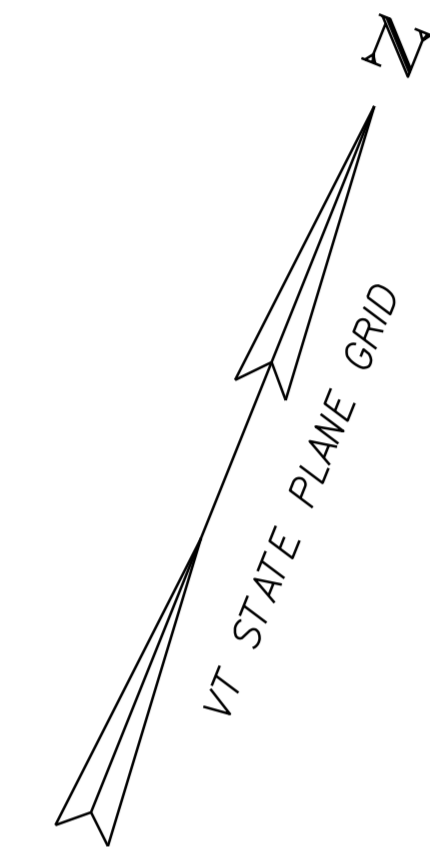
DURABLE 6 INCH
DOTTED WHITE LINE

DURABLE 6 INCH
DASHED WHITE LINE

DURABLE 6 INCH
WHITE LINE

DURABLE 12 INCH
WHITE LINE

DURABLE 6 INCH
YELLOW LINE



RAMP RADII INFORMATION

RAMP	RADII, FT	DESCRIPTION
B	300	STA. 0+95 TO STA. 2+48
	445	STA. 3+67 TO STA. 8+36

646.426 DURABLE 6 INCH WHITE LINE, RECESSED

MAINLINE
 STA. 5611+10 TO STA. 5614+86 (SOLID RT)
 STA. 5611+10 TO STA. 5613+69 (DOTTED RT)
 STA. 5613+69 TO STA. 5614+42 (DASHED RT)
 RAMP B
 STA. 0+15 TO STA. 8+42 (SOLID RT)

646.436 DURABLE 6 INCH YELLOW LINE, RECESSED

RAMP B
 STA. 0+15 TO STA. 7+09 (SOLID RT)

646.466 DURABLE 12 INCH WHITE LINE, RECESSED

MAINLINE
 STA. 5614+42 TO STA. 5616+30 (GORE MARKINGS)
 RAMP B
 STA. 7+09 TO 8+08 (GORE MARKINGS)

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC

RAMP B
 STA. 0+24 LT & RT

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC

RAMP B
 STA. 3+09 RT "ARROW"
 STA. 6+98 RT "AHEAD"
 STA. 7+38 RT "STOP"

0+27 *STOP*

646.622 TEMPORARY 6 INCH WHITE LINE, PAINT

MAINLINE
 STA. 5611+10 TO STA. 5614+86 (SOLID RT)
 STA. 5611+10 TO STA. 5613+69 (DOTTED RT)
 STA. 5613+69 TO STA. 5614+42 (DASHED RT)
 RAMP B
 STA. 0+15 TO STA. 8+42 (SOLID RT)

646.632 TEMPORARY 6 INCH YELLOW LINE, PAINT

RAMP B
 STA. 0+15 TO STA. 7+09 (SOLID RT)

646.662 TEMPORARY 12 INCH WHITE LINE, PAINT

MAINLINE
 STA. 5614+42 TO STA. 5616+30 (GORE MARKINGS)
 RAMP B
 STA. 7+09 TO 8+08 (GORE MARKINGS)

646.692 TEMPORARY LETTER OR SYMBOL, PAINT

RAMP B
 STA. 0+33 RT "STOP"
 STA. 3+09 RT ARROW
 STA. 6+98 RT "AHEAD"
 STA. 7+38 RT "STOP"

675.50 REMOVING SIGNS

AS SHOWN - 25

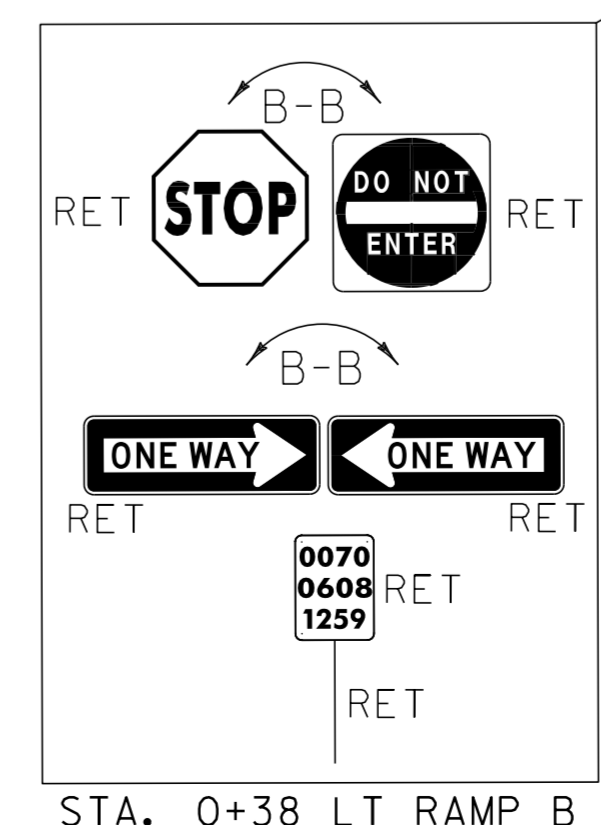
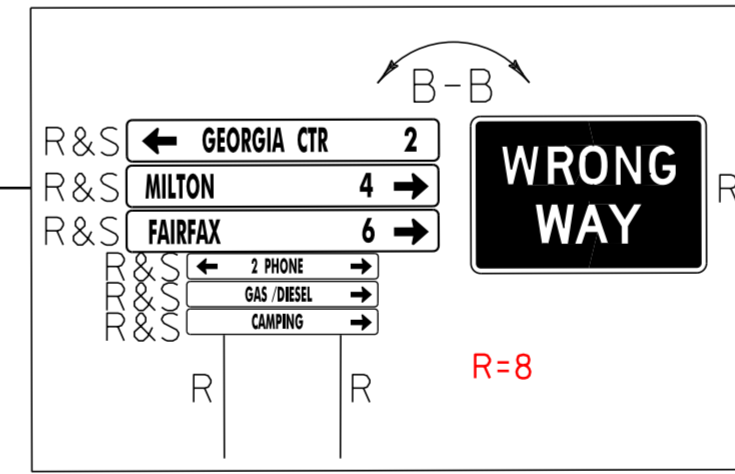
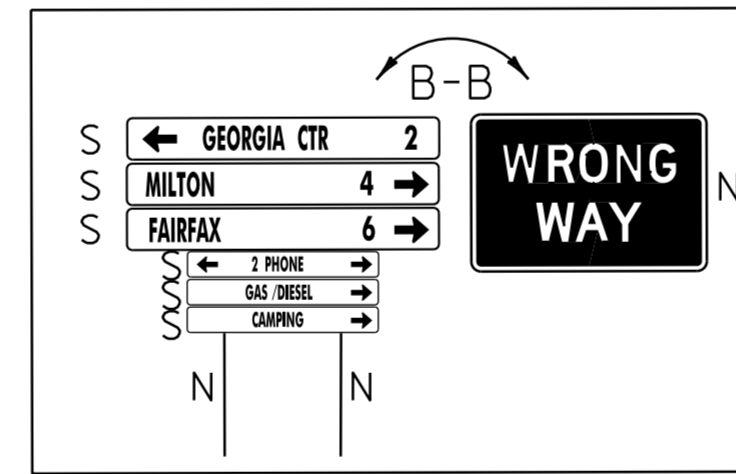
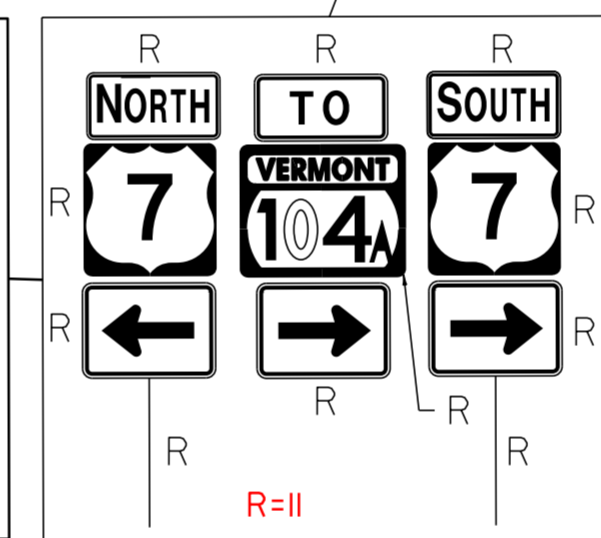
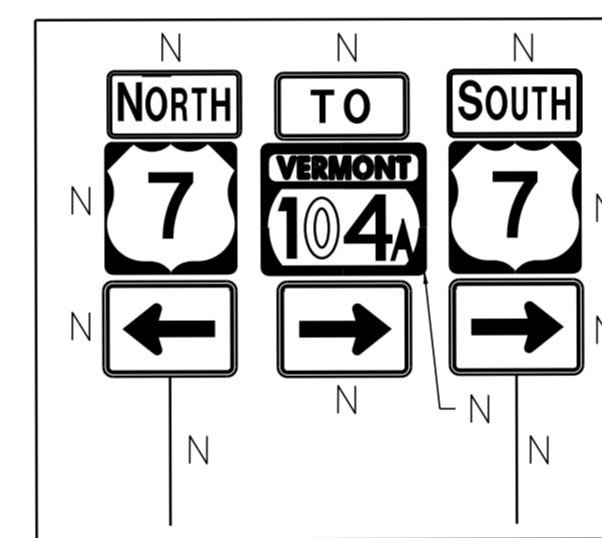
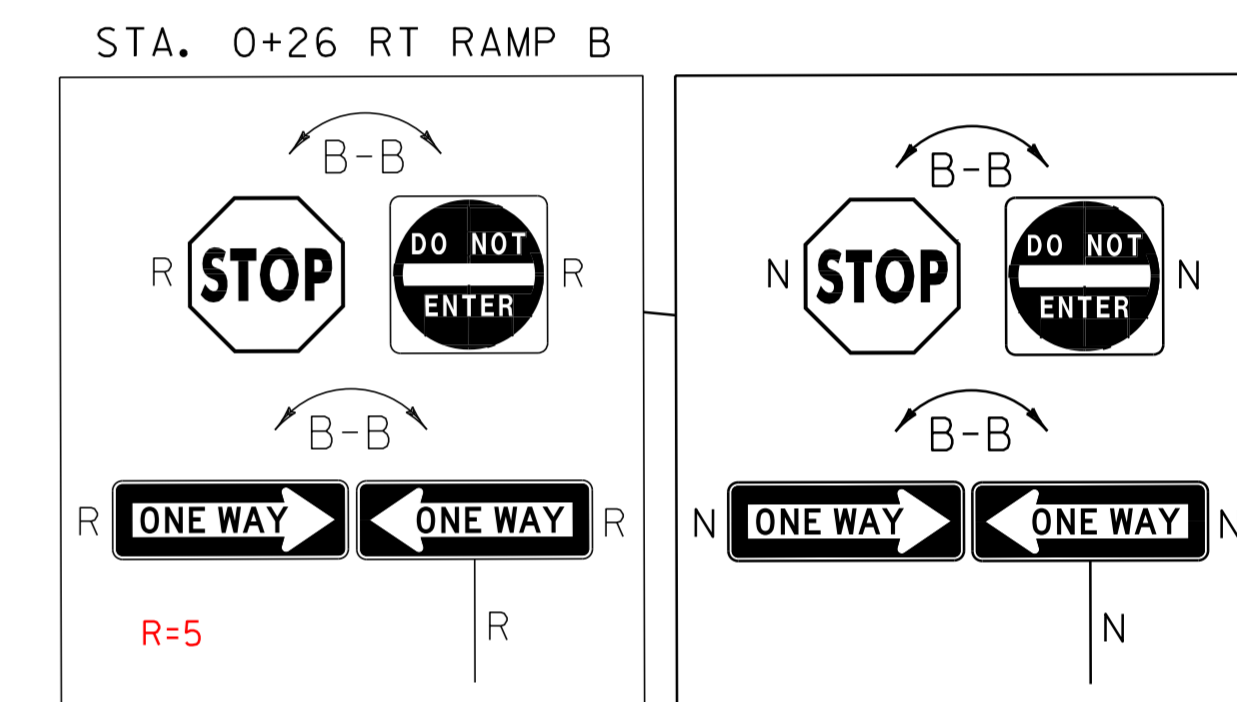
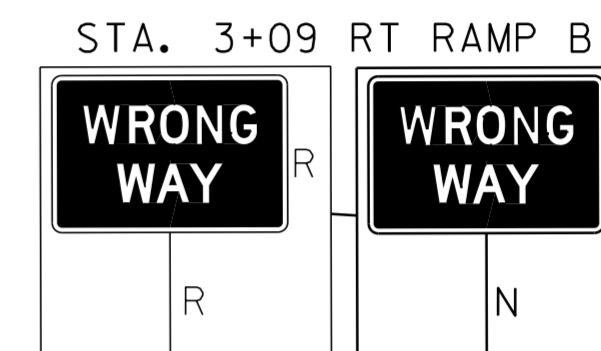
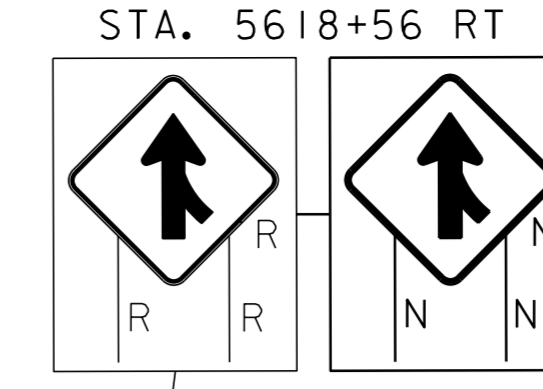
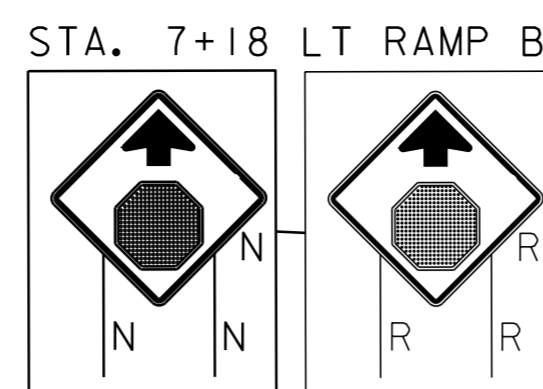
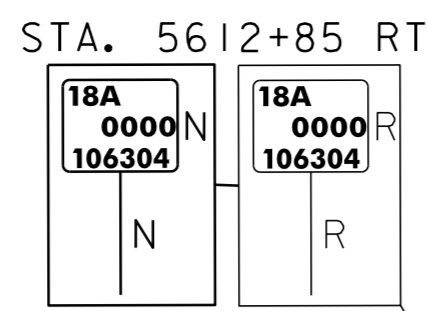
675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 6

NOT TO SCALE

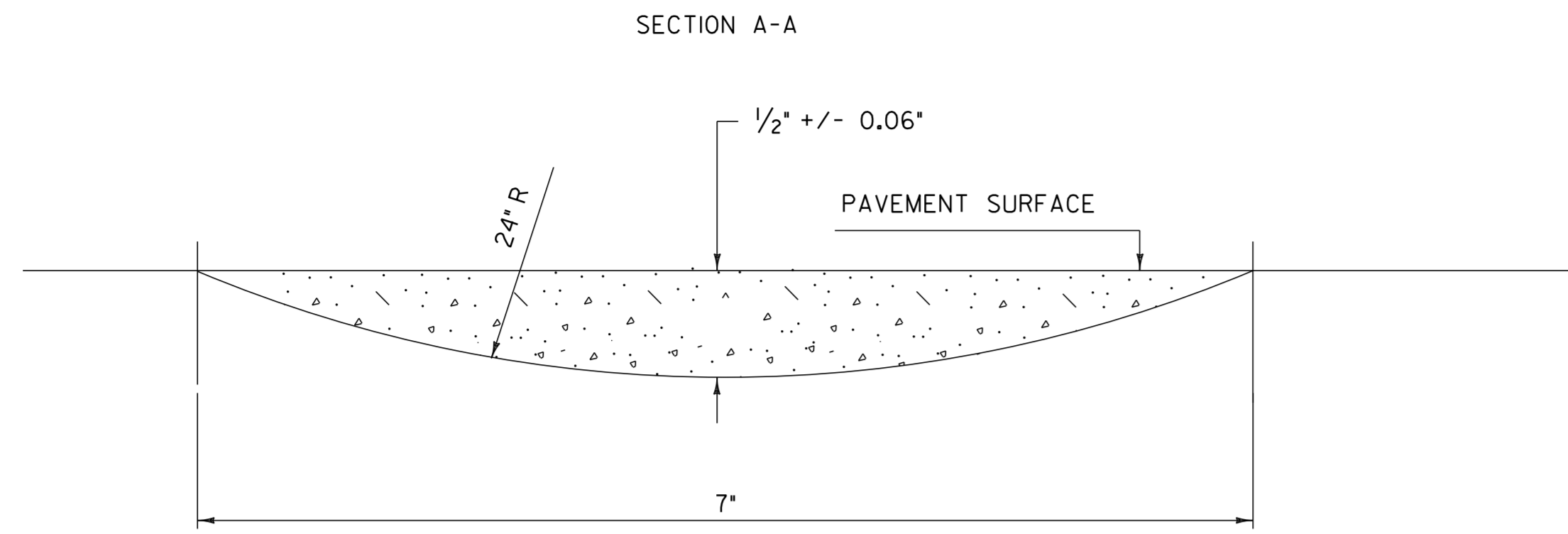
REMOVALS=2+3+3+11+8+2+5=34

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



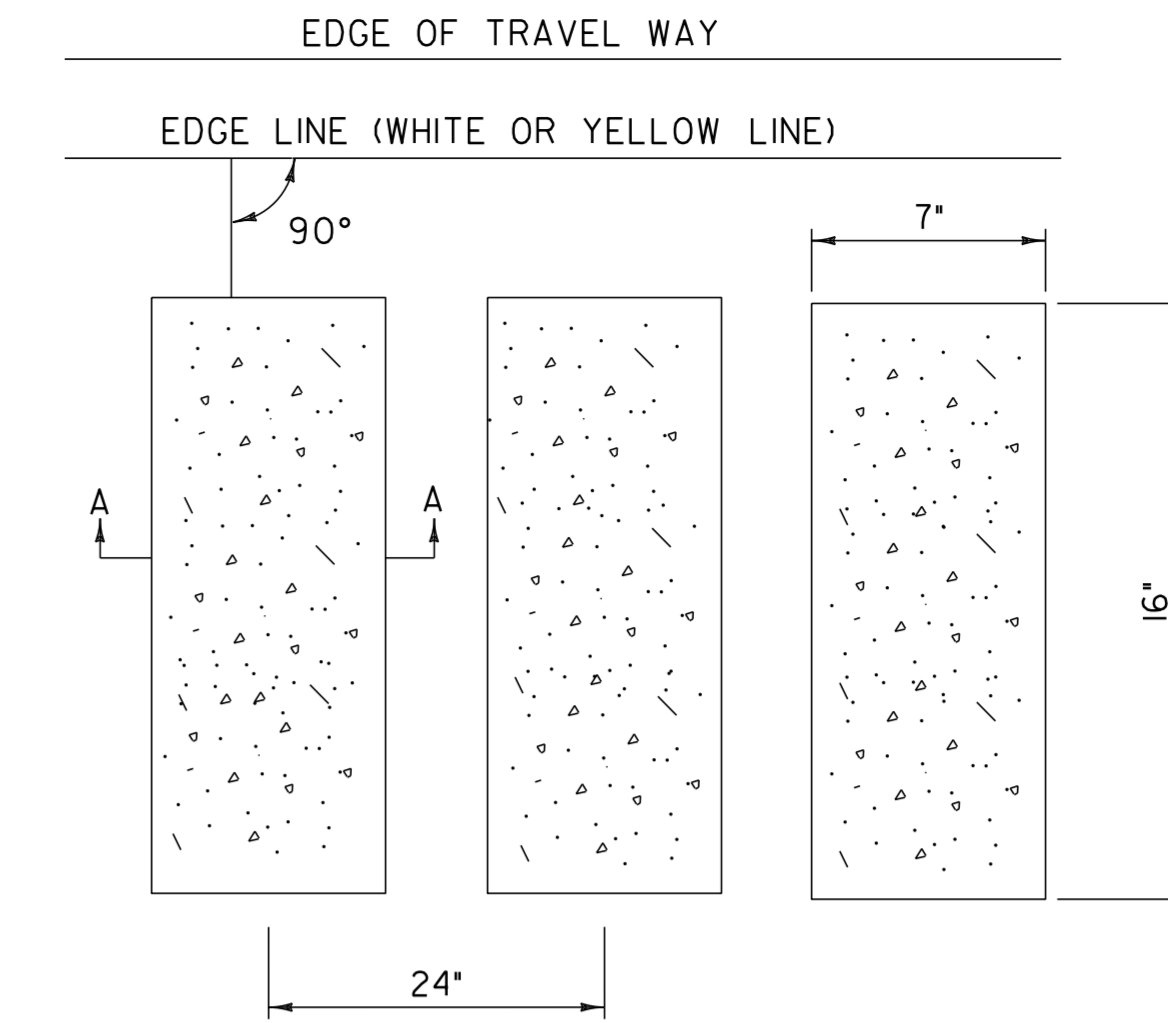
RAMP DETAIL SHEET INTERCHANGE #18 RAMP B

PROJECT NAME: COLCHESTER - GEORGIA
 PROJECT NUMBER: IM 089-3(64)
 FILE NAME: p06a196.dgn
 PROJECT LEADER: CDL
 DESIGNED BY: SJL
 PLOT FILE: p06a196rds118b.i
 PLOT DATE: 04-OCT-2011 16:52
 DRAWN BY: RHB/SJL
 CHECKED BY: CDL
 SHEET 15 OF 23

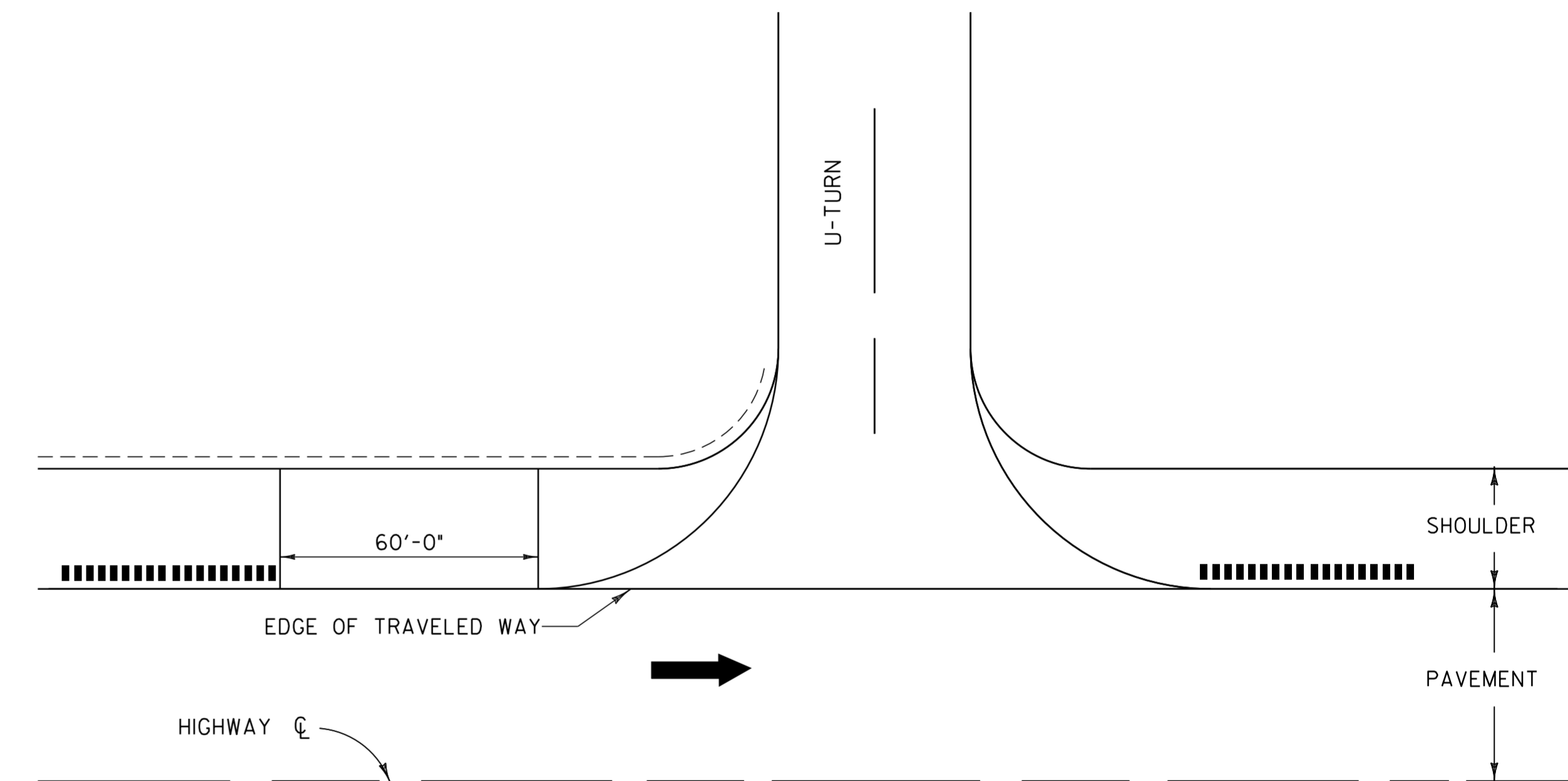


30" FROM EDGE LINE (WHITE OR YELLOW) FOR ALL SHOULDERS 6'-0" OR WIDER
 6" FROM EDGE LINES (WHITE OR YELLOW) FOR ALL SHOULDERS LESS THAN 6'-0" WIDE WITH NO GUARDRAIL.

TYPICAL RUMBLE STRIP MILLING DETAIL

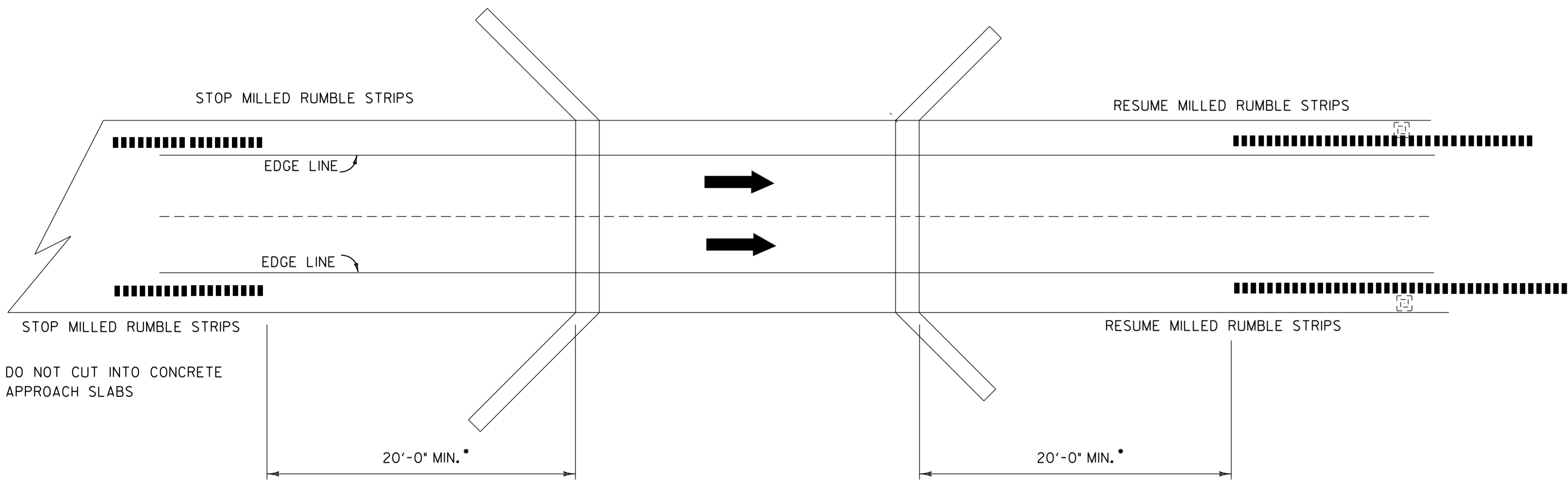


NOTE: STOP MILLED RUMBLE STRIPS WITH GUARDRAIL WITHIN 4'-0" OF TRAVEL WAY.



THIS DETAIL MAY BE MODIFIED AT THE RESIDENT ENGINEER'S DISCRETION IF ACTUAL FIELD CONDITIONS NECESSITATE SUCH ACTIONS.

MILLED RUMBLE STRIPS U TURN DETAIL

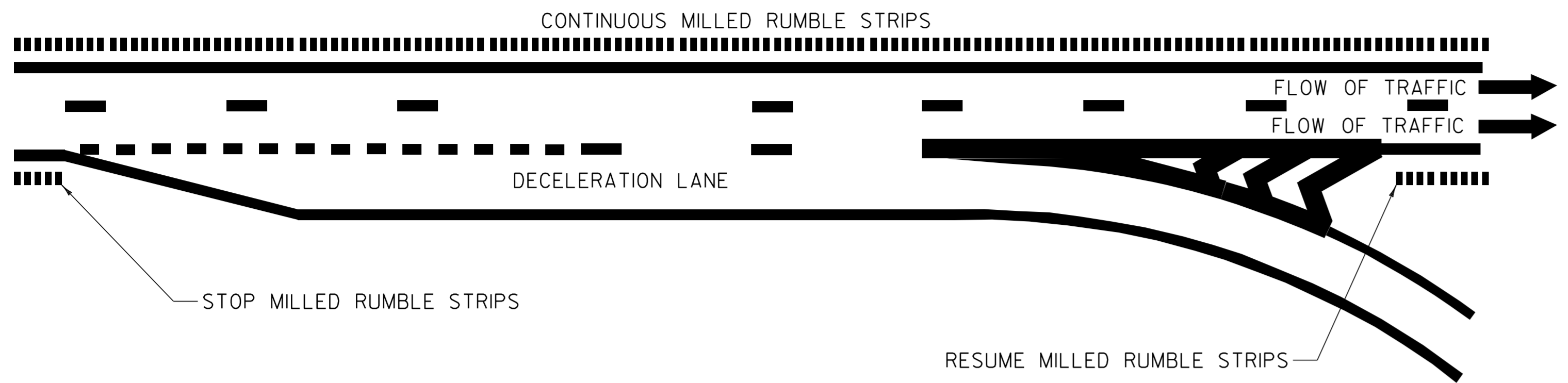


RUMBLE STRIP BRIDGE & DRAINAGE DETAIL

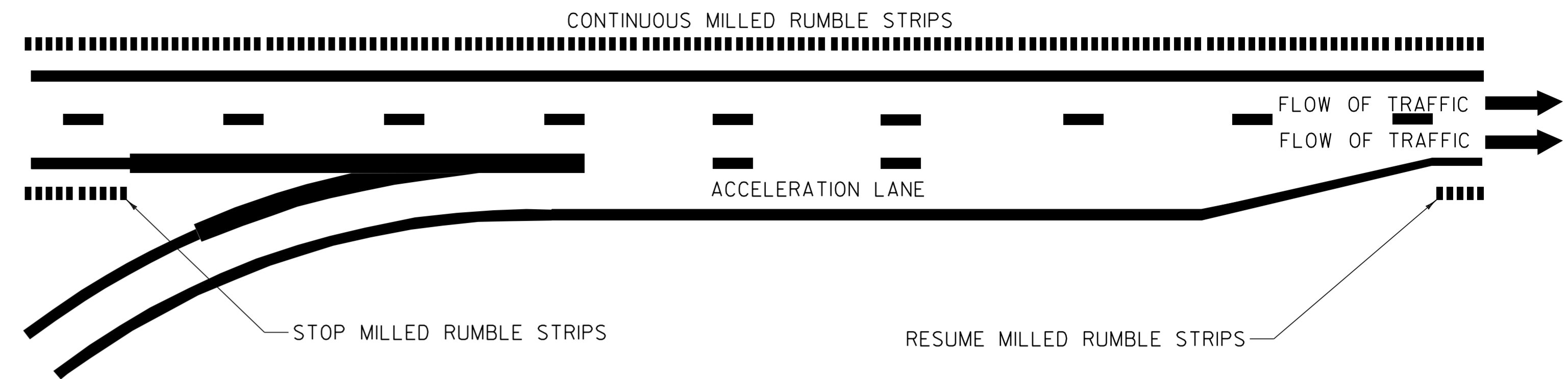
• NOTE: APPROACH RAIL WILL DETERMINE MINIMUM DISTANCE IN SOME CASES.

DETAILS NOT TO SCALE

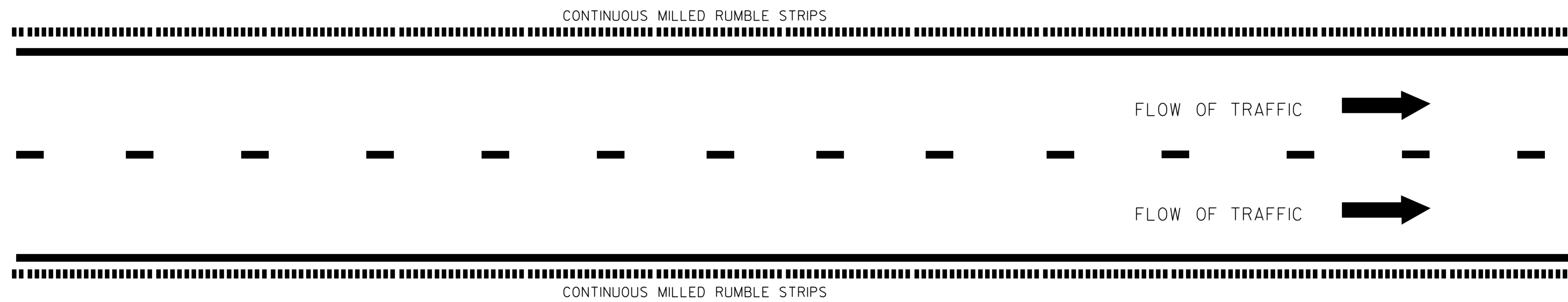
MILLED RUMBLE STRIP DETAILS #1	PROJECT NAME: COLCHESTER - GEORGIA	
	PROJECT NUMBER: IM 089-3(64)	
	FILE NAME: p06a196.dgn	PLOT DATE: 04-OCT-2011 16:52
	PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: SJL	CHECKED BY: EPD	
PLOT FILE: p06a196mrsdl.i	SHEET 19 OF 23	



INTERCHANGE 18 EXIT RAMP B NORTHBOUND



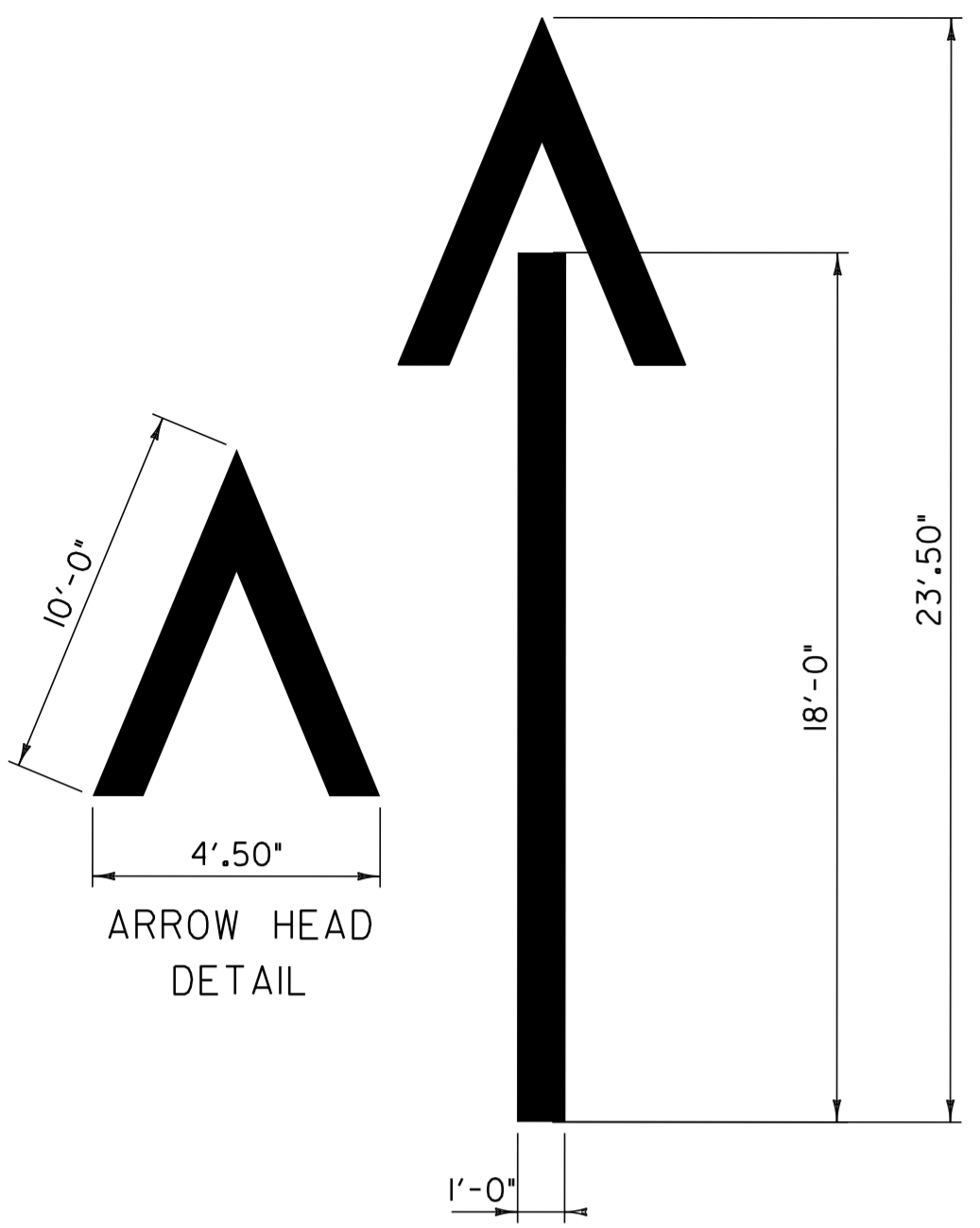
INTERCHANGE 17 ON RAMP C NORTHBOUND
INTERCHANGE 18 ON RAMP A NORTHBOUND



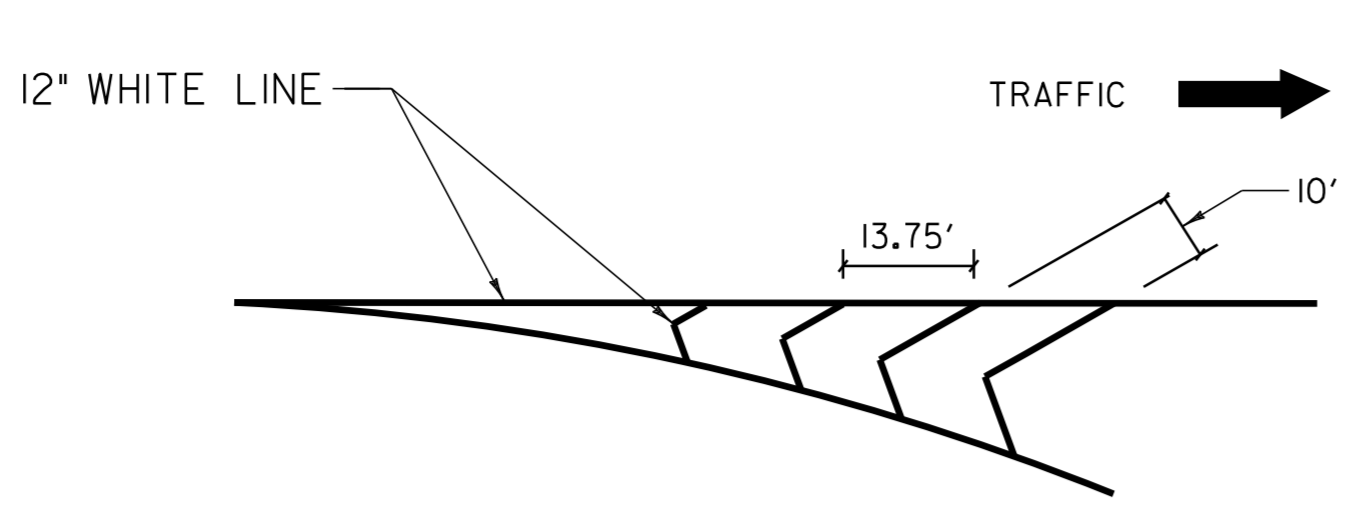
INTERSTATE 89 NORTHBOUND

DETAILS NOT TO SCALE

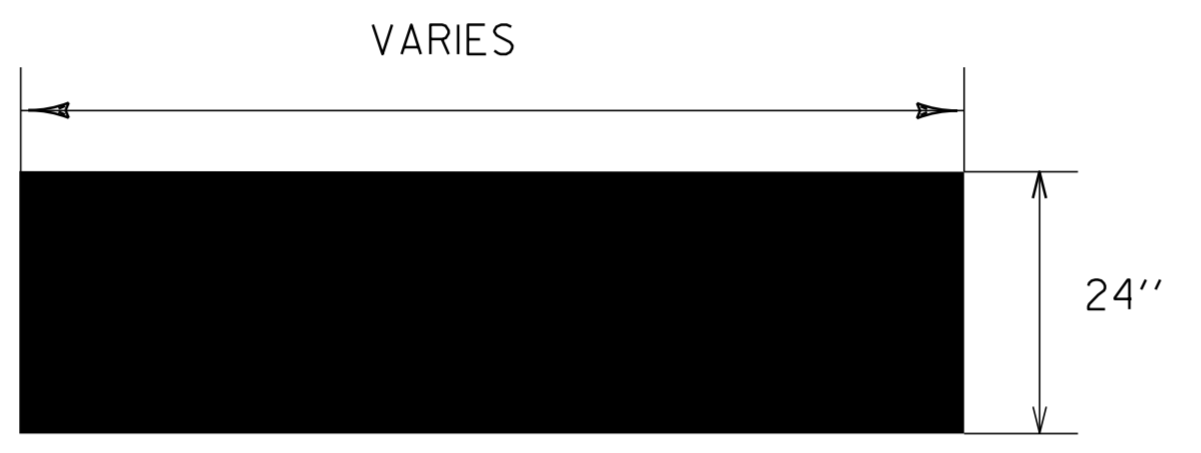
MILLED RUMBLE STRIP DETAILS #2	PROJECT NAME: COLCHESTER - GEORGIA	
	PROJECT NUMBER: IM 089-3(64)	
	FILE NAME: p06a196.dgn	PLOT DATE: 04-OCT-2011 16:52
	PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: SJL	CHECKED BY: EPD	
PLOT FILE: p06a196mr.sd2.i	SHEET 20 OF 23	



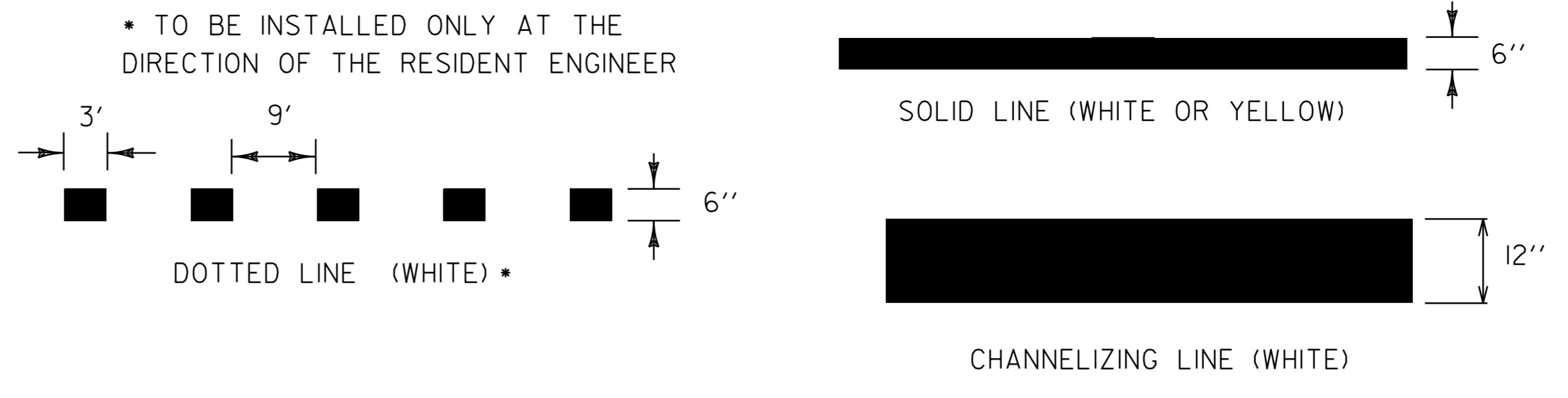
WRONG WAY ARROW



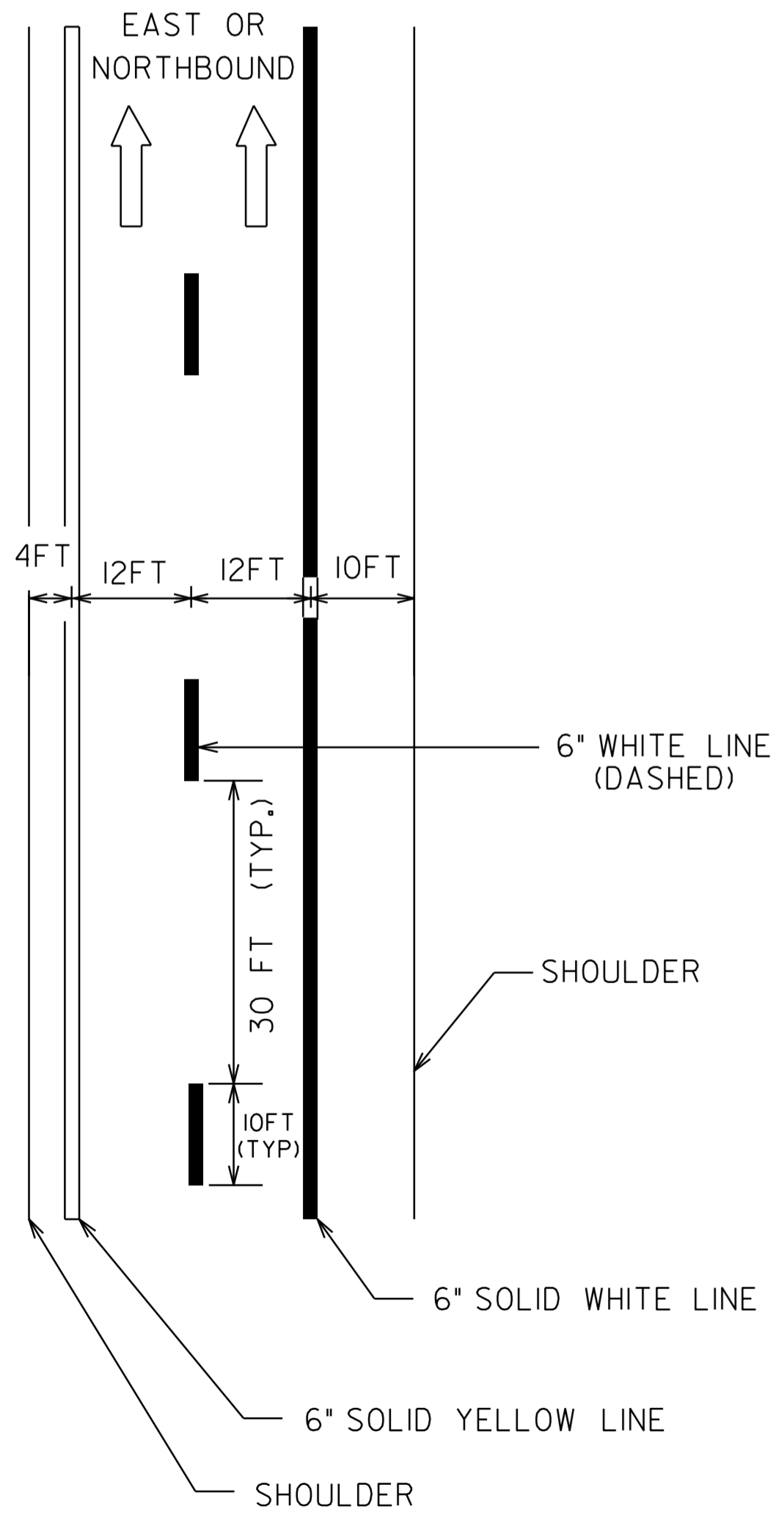
GORE MARKING DETAIL



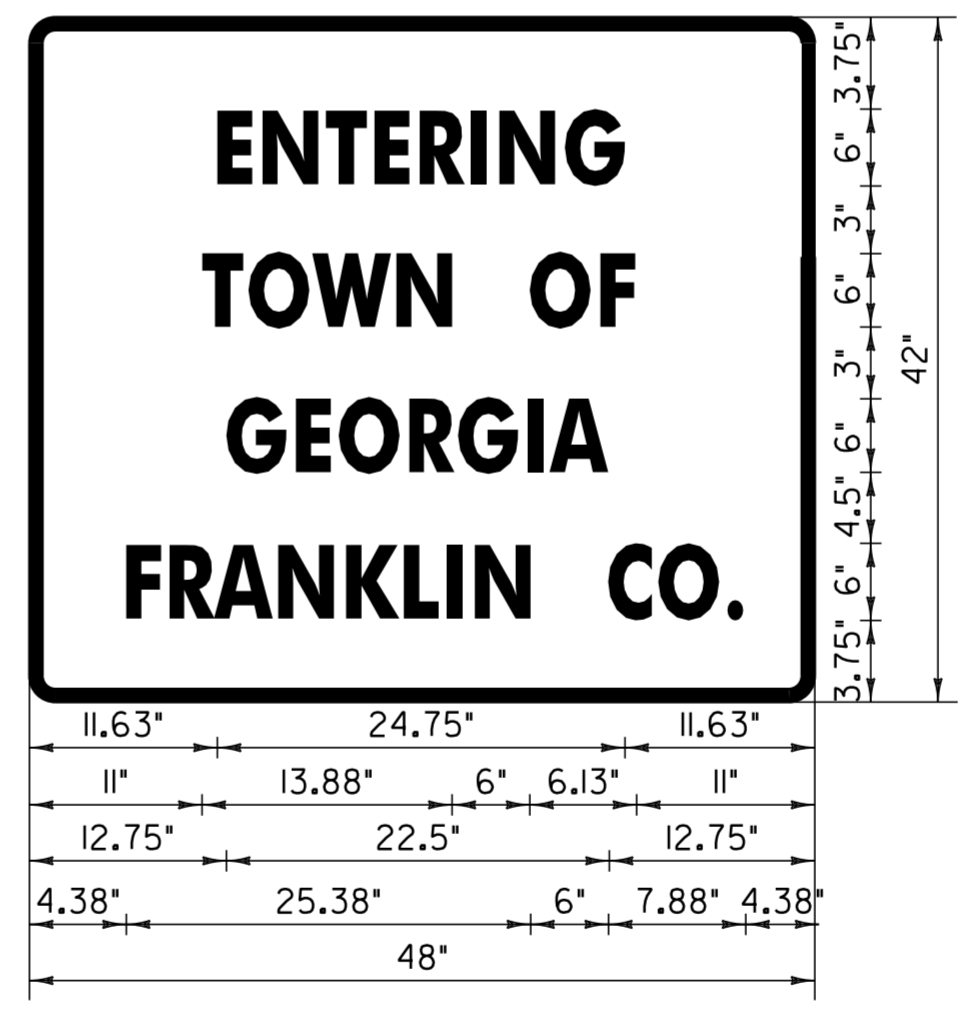
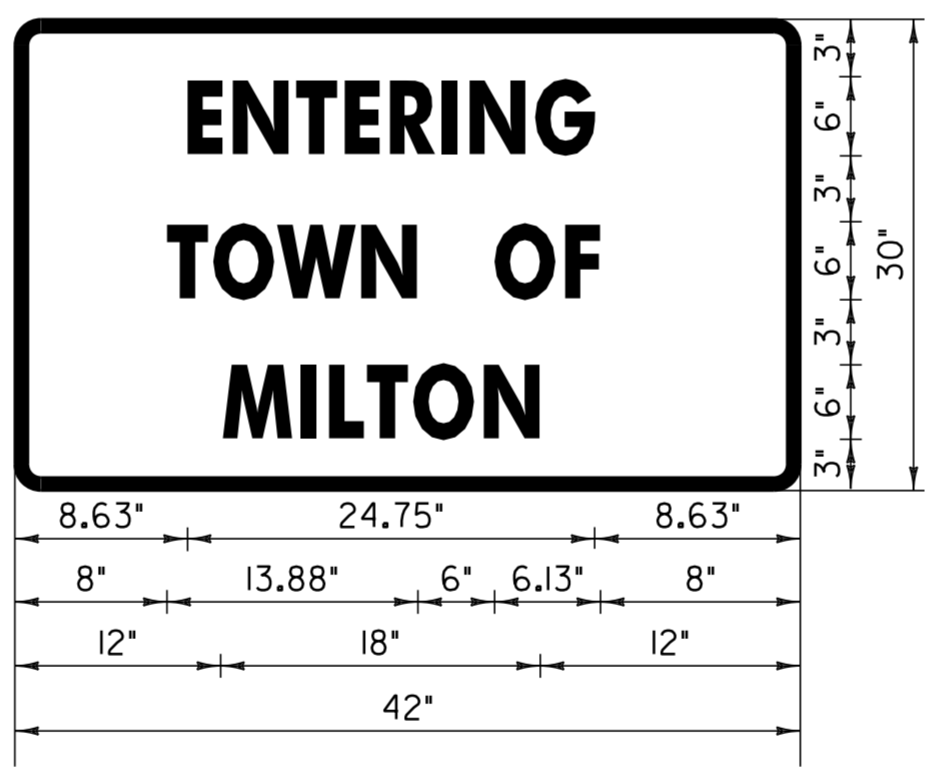
STOP BAR DETAIL



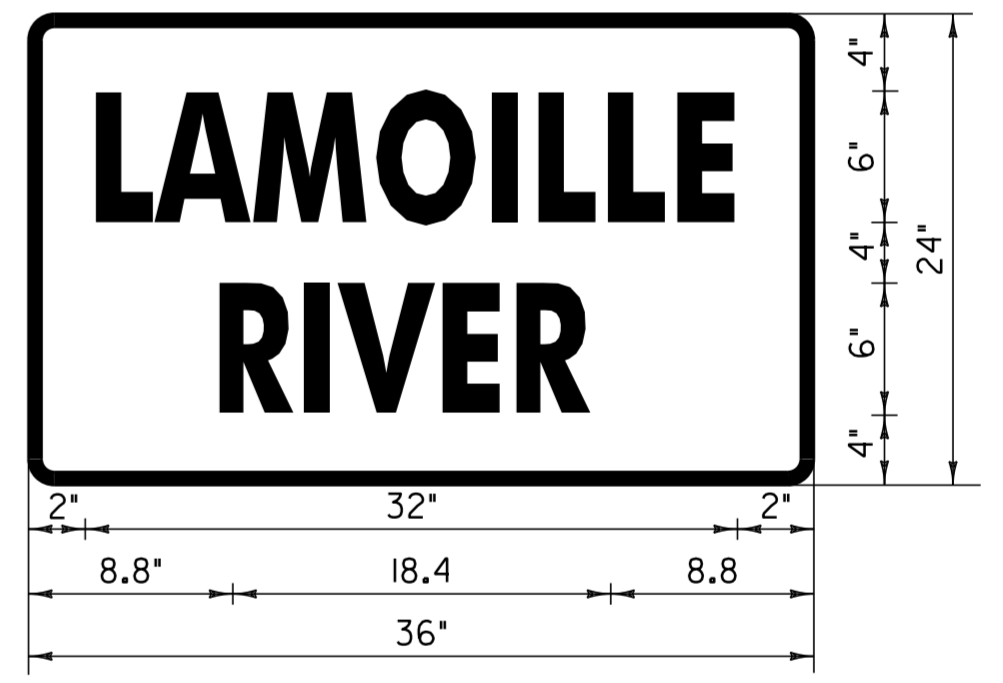
PAVEMENT MARKING LINE DETAILS



TYPICAL MAINLINE MARKING PLAN

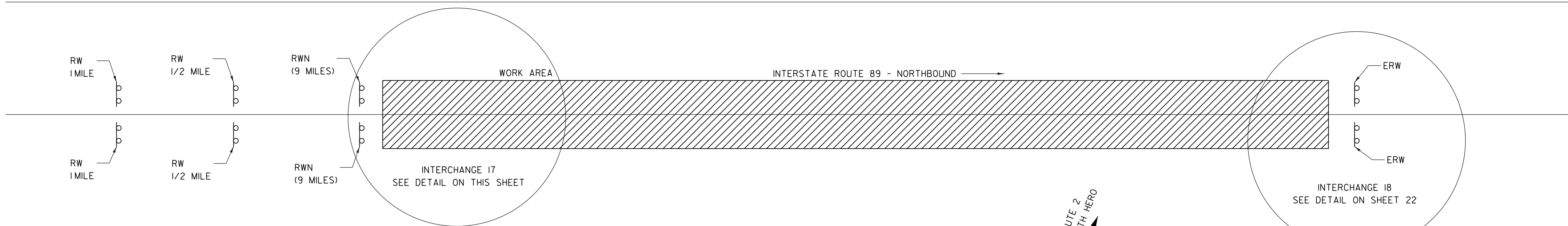


NOTE: FOR SIGN MATERIAL AND COLOR SPECIFICATIONS SEE STANDARD DRAWING E-123.



ALL DETAILS NOT TO SCALE

DETAILS SHEET	PROJECT NAME: COLCHESTER - GEORGIA	
	PROJECT NUMBER: IM 089-3(64)	
	FILE NAME: p06a196.dgn	PLOT DATE: 04-OCT-2011 16:52
	PROJECT LEADER: CDL	DRAWN BY: SJL
	DESIGNED BY: SJL	CHECKED BY: EPD
	PLOT FILE: p06a196ds.i	SHEET 21 OF 23



NOTES:

1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL NOT BE PAID SEPARATELY BUT SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
2. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH THE LATEST EDITION OF THE MUTCD AND VTRANS STANDARD E-103. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
3. ADDITIONAL RAMP SIGNING MAY BE REQUIRED AS DIRECTED BY THE RESIDENT ENGINEER.
4. THE BID PRICE FOR "TRAFFIC CONTROL", ITEM 641.10, SHALL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY:
 646.622, 646.632, 646.662, 646.692 - TEMPORARY PAVEMENT MARKINGS
 630.10 AND 630.15 - UNIFORMED TRAFFIC OFFICERS AND FLAGGERS

5. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE WILL BE APPROVED BY THE RESIDENT ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 641.15, "PORTABLE CHANGEABLE MESSAGE SIGN".

THE CONTRACTOR SHALL POSITION A PCMS PRIOR TO I-89 INTERCHANGE #17 (COLCHESTER) WARNING NORTHBOUND MOTORISTS OF EXPECTED ROADWAY CONDITIONS AND REDUCED ROADWAY WIDTHS.

PCMS SHOULD NOT REPLACE ANY OF THE SIGNING DETAILED IN THE MUTCD AND SHOULD NOT BE USED IF STANDARD TRAFFIC CONTROL DEVICES ADEQUATELY PROVIDE THE INFORMATION THE MOTORISTS NEED TO TRAVEL SAFELY.

THE PCMS SHALL CONSIST OF EITHER ONE OR TWO PHASES. TYPICALLY, A PHASE SHALL CONSIST OF UP TO THREE LINES OF EIGHT CHARACTERS PER LINE. THE PCMS SHOULD BE USED AS A SUPPLEMENT AND NOT AS A SUBSTITUTE FOR CONVENTIONAL SIGNS AND PAVEMENT MARKINGS.

THE PCMS SHOULD COMMUNICATE WHAT INFORMATION MOTORISTS NEED TO KNOW. UNNECESSARY INFORMATION SHOULD BE AVOIDED. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS.

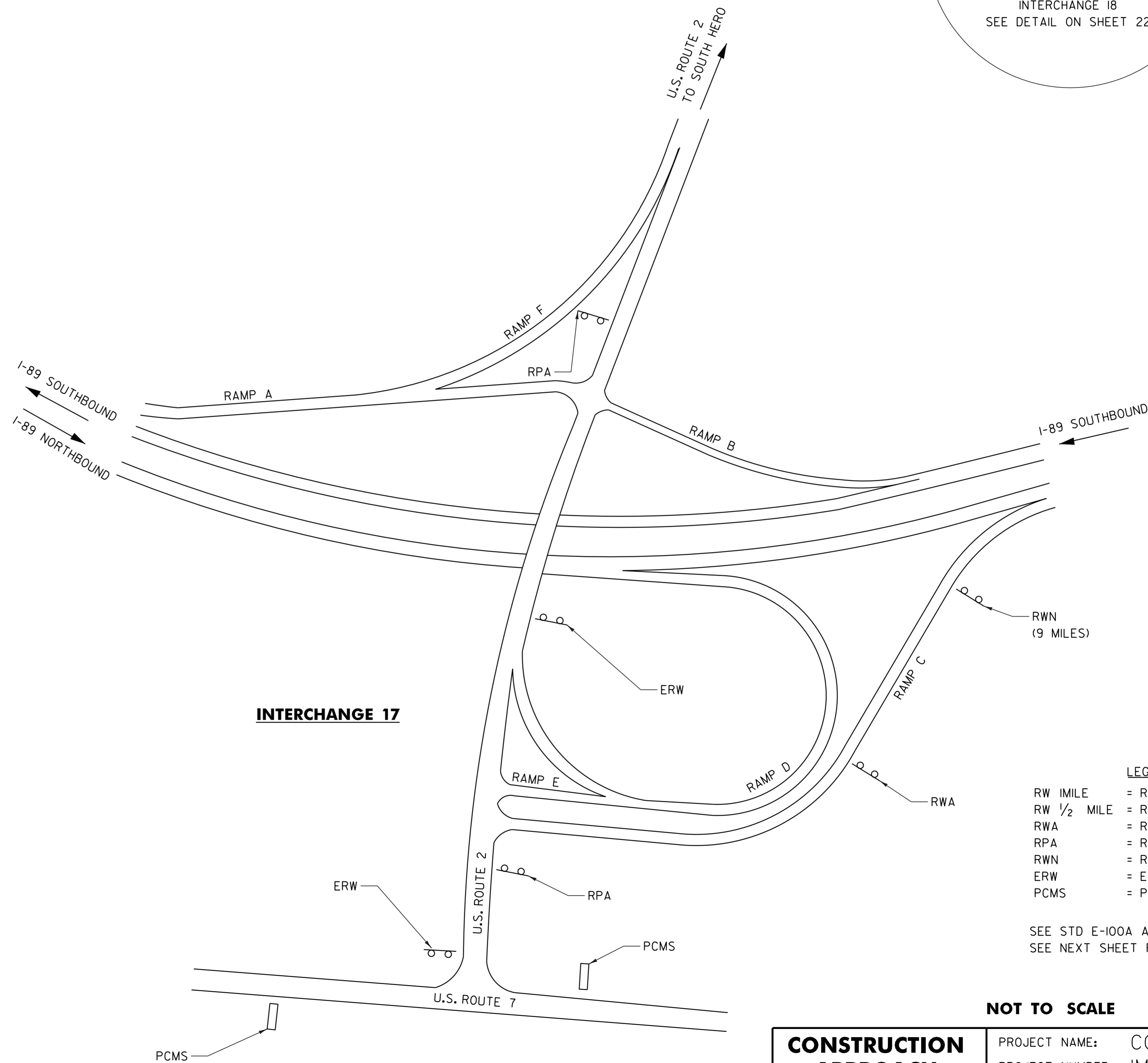
6. THE MUTCD 2003 SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS, SIGNALS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC CONTROL DEVICES ARE ERECTED OR PLACED OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
7. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
8. ON VTRANS STANDARD E-103, SIGN W4-2 SHOULD BE REPLACED WITH W9-2.



W4-2

W9-2

9. ALL SIGNS THAT ARE NOT BEING USED SHALL BE COVERED APPROPRIATELY. PAYMENT WILL BE CONSIDERED INCIDENTAL TO CONTRACT ITEM 641.10.



LEGEND

- RW 1 MILE = ROAD WORK 1 MILE
- RW 1/2 MILE = ROAD WORK 1/2 MILE
- RWA = ROAD WORK AHEAD
- RPA = RAMP WORK AHEAD
- RWN = ROAD WORK NEXT (9 MILES)
- ERW = END ROAD WORK
- PCMS = PORTABLE CHANGEABLE MESSAGE SIGN

SEE STD E-100A AND E-103 FOR SIGN PLACEMENT.
SEE NEXT SHEET FOR LIST OF CONSTRUCTION SIGNS

NOT TO SCALE

**CONSTRUCTION
APPROACH
SIGNING
INTERCHANGE
#17**

PROJECT NAME: COLCHESTER - GEORGIA
PROJECT NUMBER: IM 089-3(64)

FILE NAME: p06a196.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: p06a196cas17.i

PLOT DATE: 04-OCT-2011 16:52
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 22 OF 23

I-89 SOUTHBOUND

U.S. ROUTE 7 NORTH

I-89 NORTHBOUND

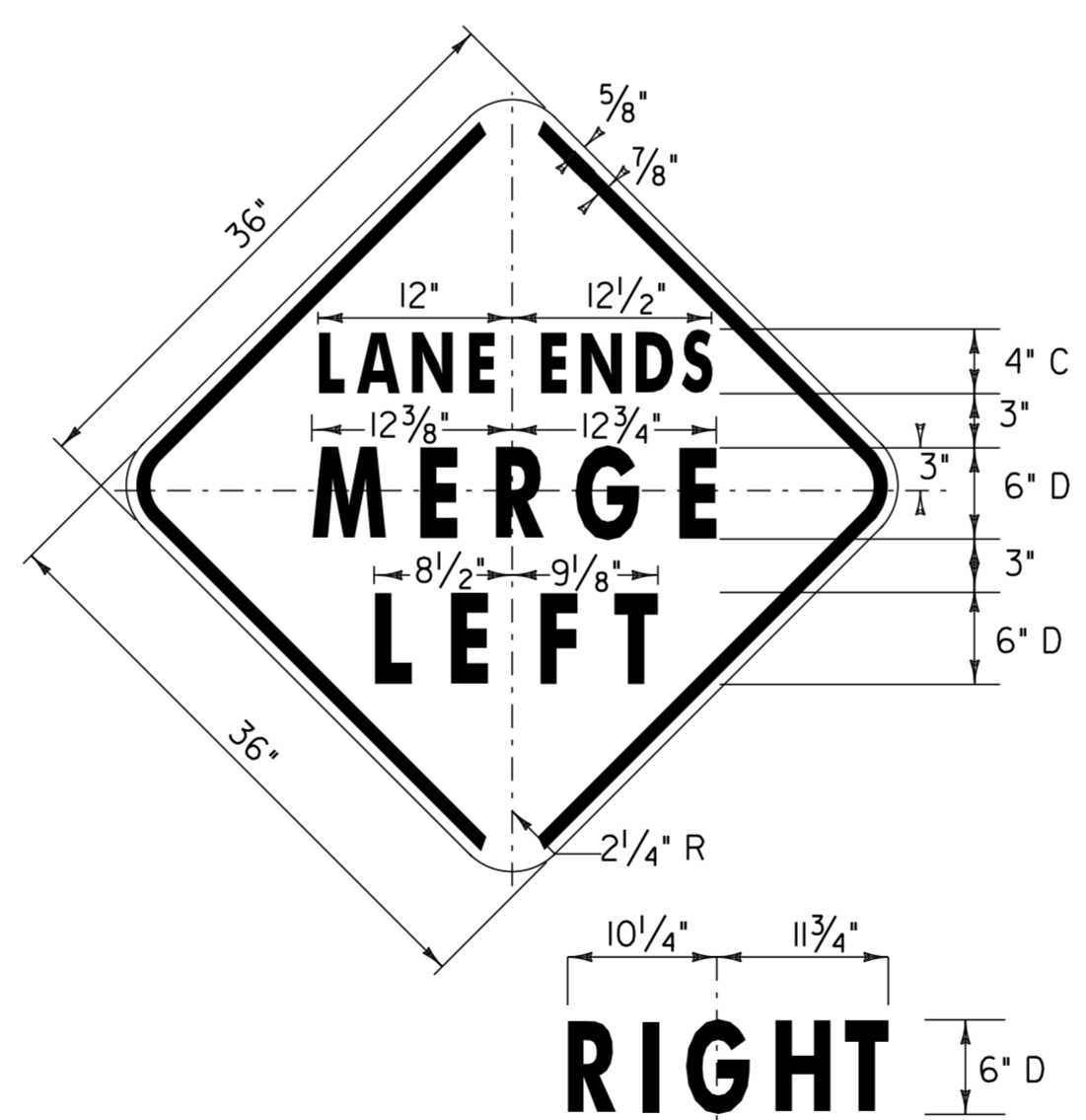
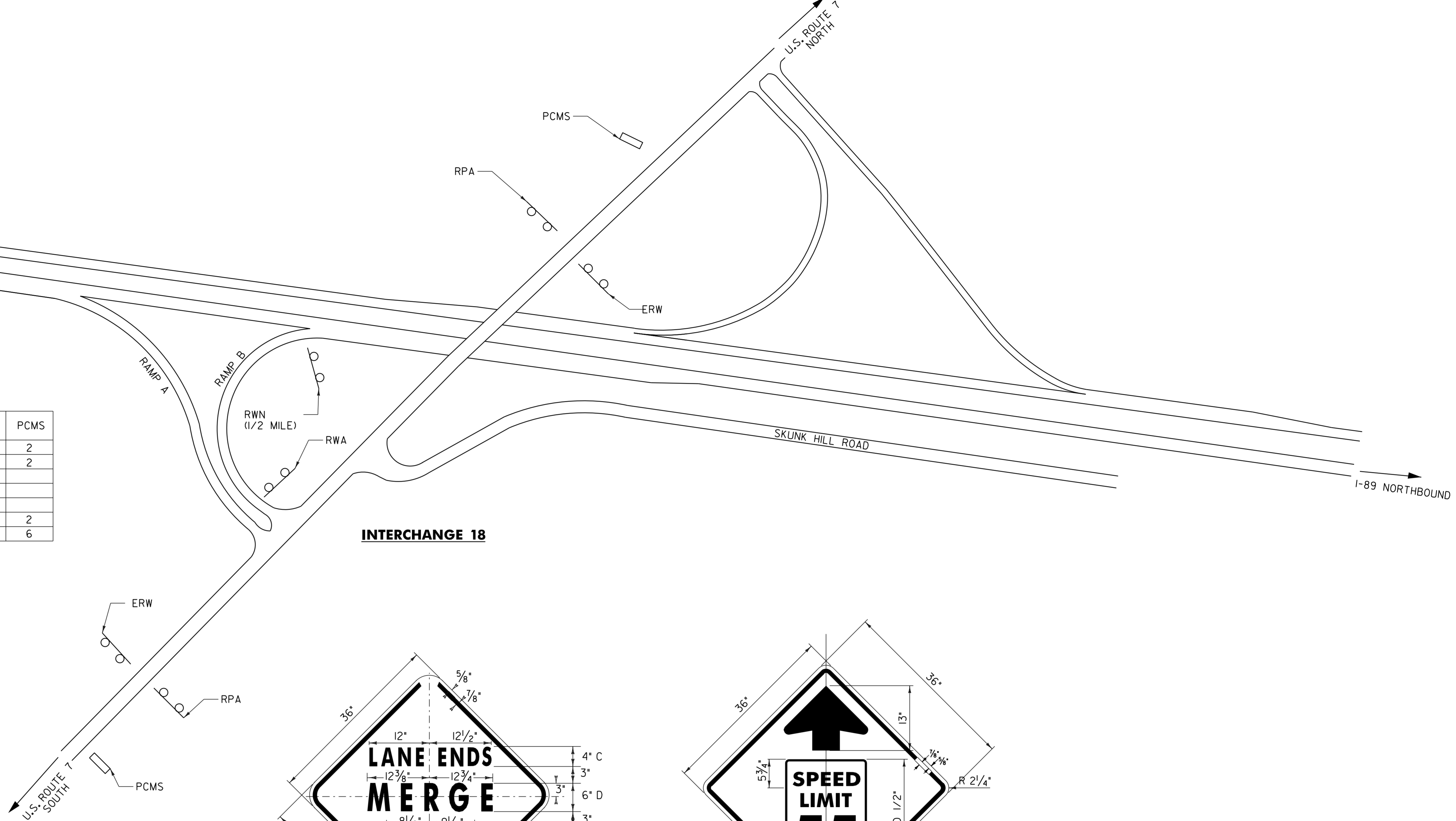
SKUNK HILL ROAD

INTERCHANGE 18

LIST OF CONSTRUCTION SIGNS
SEE STD. E-100 AND E-103 FOR SIGN PLACEMENT.

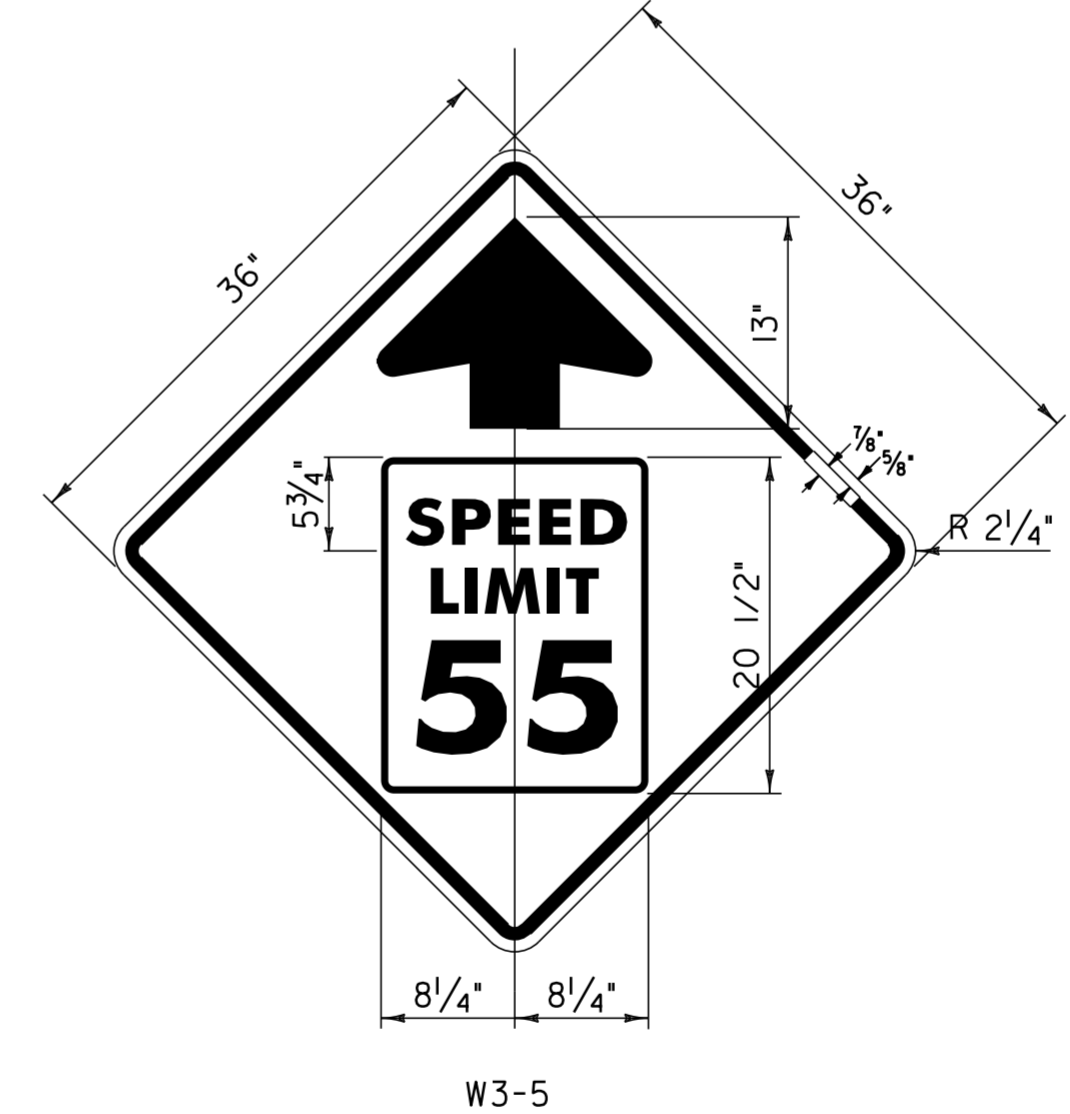
LOCATION	RW 1 MILE	RW 1/2 MILE	RWA	RPA	RWN	ERW	PCMS
INTERSTATE 89 NB	2	2			2		2
U.S. ROUTE 2			2			2	2
EXIT 17, RAMP C			1		1		
EXIT 18 RAMP B			1		1		
U.S. ROUTE 7, EXIT 17				2		2	
U.S. ROUTE 7, EXIT 18				2		2	2
TOTALS	2	2	4	4	4	6	6

NOTE:
THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES AND WORKZONE SPEED REDUCTIONS IN COMPLIANCE WITH STD. E-103. PAYMENT FOR THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.0, "TRAFFIC CONTROL".



W9-2

- NOTE:**
- "MERGE" - D (10% SPACING)
 - FOR SIGN MATERIAL AND COLOR SPECIFICATIONS SEE STANDARD DRAWING E-154.



W3-5

- LEGEND**
- RPA = RAMP WORK AHEAD
 - RWN = ROAD WORK NEXT (X MILES)
 - ERW = END ROAD WORK
 - RWA = ROAD WORK AHEAD
 - PCMS = PORTABLE CHANGEABLE MESSAGE SIGN

CONSTRUCTION APPROACH SIGNING INTERCHANGE #18	PROJECT NAME: COLCHESTER - GEORGIA	PLOT DATE: 04-OCT-2011 16:52
	PROJECT NUMBER: IM 089-3(64)	DRAWN BY: SJL
	FILE NAME: p06a196.dgn	CHECKED BY: EPD
	DESIGNED BY: SJL	SHEET 23 OF 23
	PLOT FILE: p06a196casil8.i	