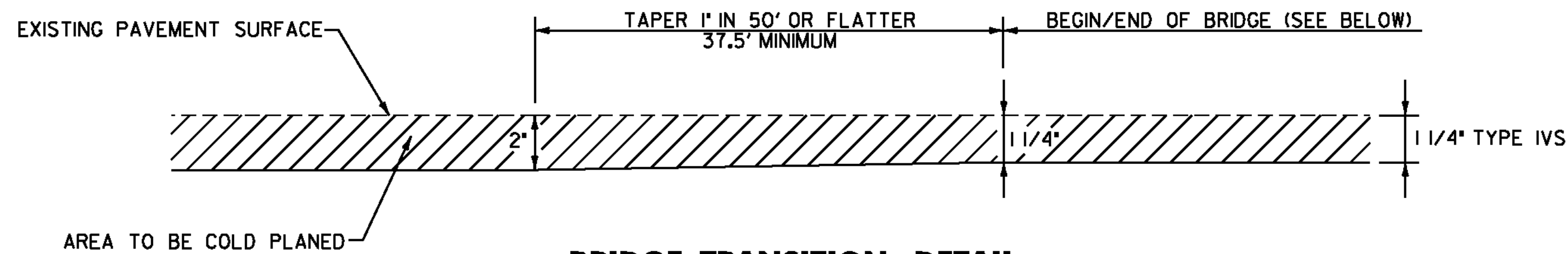


**DETAIL AT VERTICAL COLD PLANE JOINTS**

NOTE: THIS DETAIL SHALL BE USED AT THE LOCATIONS LISTED BELOW AS DIRECTED BY THE RESIDENT ENGINEER.

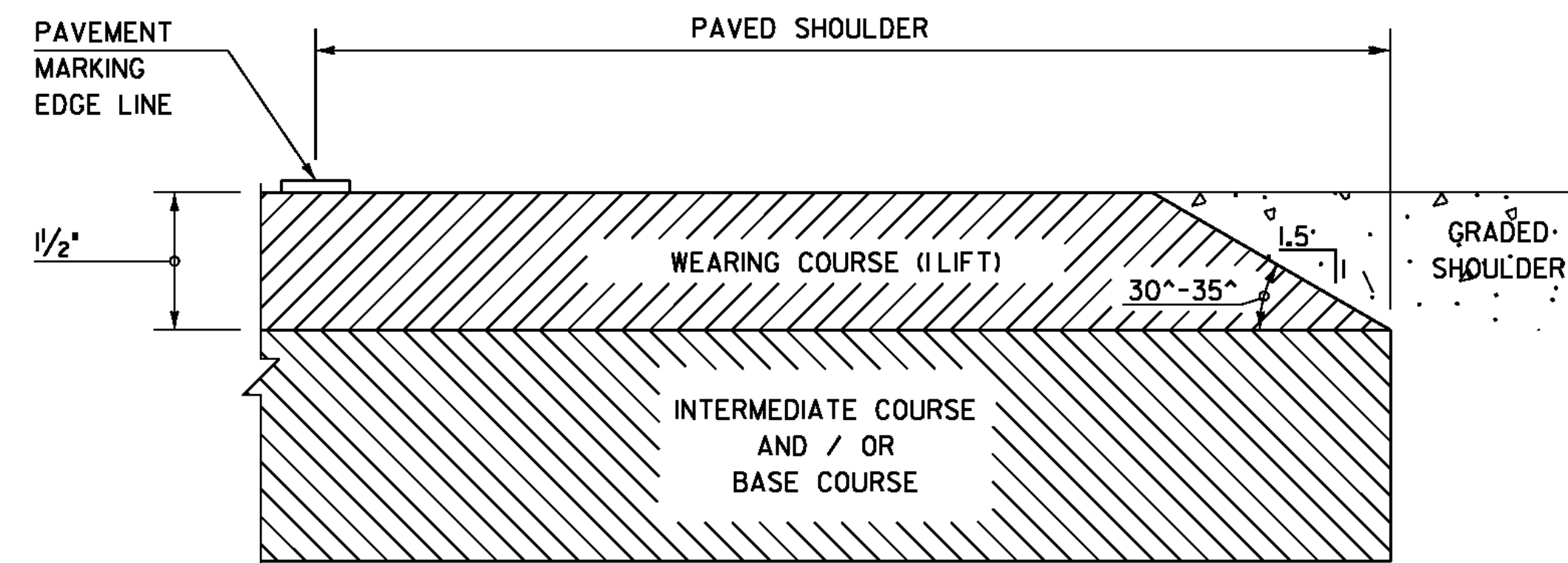
**FULL ROADWAY WIDTH**

- INTERSTATE 91 NB MM 155.989 (BEGIN PROJECT)
- INTERSTATE 91 NB MM 156.411 (BEGIN BRIDGE NO. 103-N)
- INTERSTATE 91 NB MM 156.431 (END BRIDGE NO. 103-N)
- INTERSTATE 91 NB MM 159.824 (BEGIN BRIDGE NO. 105-N)
- INTERSTATE 91 NB MM 159.841 (END BRIDGE NO. 105-N)
- INTERSTATE 91 NB MM 161.436 (BEGIN BRIDGE NO. 106-N)
- INTERSTATE 91 NB MM 161.475 (END BRIDGE NO. 106-N)
- INTERSTATE 91 NB MM 163.000 (END PROJECT)
- INTERSTATE 91 SB MM 155.987 (BEGIN PROJECT)
- INTERSTATE 91 SB MM 156.411 (BEGIN BRIDGE NO. 103-S)
- INTERSTATE 91 SB MM 156.431 (END BRIDGE NO. 103-S)
- INTERSTATE 91 SB MM 159.870 (BEGIN BRIDGE NO. 105-S)
- INTERSTATE 91 SB MM 159.889 (END BRIDGE NO. 105-S)
- INTERSTATE 91 SB MM 161.433 (BEGIN BRIDGE NO. 106-S)
- INTERSTATE 91 SB MM 161.472 (END BRIDGE NO. 106-S)
- INTERSTATE 91 SB MM 163.000 (END PROJECT)
- INTERCHANGE \*25 RAMP 'C' AT VT ROUTE 16
- INTERCHANGE \*25 RAMP 'D' AT VT ROUTE 16
- INTERCHANGE \*26 RAMP 'A' AT U.S. ROUTE 5
- INTERCHANGE \*26 RAMP 'B' AT U.S. ROUTE 5
- INTERCHANGE \*26 RAMP 'C' AT U.S. ROUTE 5
- INTERCHANGE \*26 RAMP 'D' AT U.S. ROUTE 5
- INTERCHANGE \*26 RAMP 'E' AT U.S. ROUTE 5
- INTERCHANGE \*26 RAMP 'F' AT U.S. ROUTE 5



**BRIDGE TRANSITION DETAIL**

- NB MM 157.140 - 157.147 (BRIDGE NO. 104-N)
- NB MM 157.200 - 157.207 (BRIDGE NO. 104-N)
- SB MM 157.162 - 157.169 (BRIDGE NO. 104-S)
- SB MM 157.227 - 157.234 (BRIDGE NO. 104-S)



**SAFETY EDGE DETAIL**

NOT TO SCALE

NOTE: LEVELING COURSE MAY INCLUDE THE 'SAFETY EDGE' AT THE CONTRACTOR'S CHOICE.

| EXISTING PAVEMENT CORE DATA |          |                         |                |     |  |
|-----------------------------|----------|-------------------------|----------------|-----|--|
| CORE #                      | TOWN     | LOCATION                | DEPTH (INCHES) | PCC |  |
| 1                           | BARTON   | NB MM 156.05 - SHOULDER | 4 3/4"         | NO  |  |
| 2                           | BARTON   | NB MM 156.35 - SHOULDER | 4 1/2"         | NO  |  |
| 3                           | BARTON   | NB MM 156.85 - SHOULDER | 4 1/2"         | NO  |  |
| 4                           | BARTON   | NB MM 157.35 - SHOULDER | 4 3/4"         | NO  |  |
| 5                           | BARTON   | NB MM 157.85 - SHOULDER | 4 1/8"         | NO  |  |
| 6                           | BARTON   | NB MM 158.35 - SHOULDER | 4 3/8"         | NO  |  |
| 7                           | BARTON   | NB MM 158.55 - SHOULDER | 4 1/2"         | NO  |  |
| 8                           | BARTON   | NB MM 159.05 - SHOULDER | 4 1/4"         | NO  |  |
| 9                           | BARTON   | NB MM 159.50 - SHOULDER | 4 3/4"         | NO  |  |
| 10                          | BARTON   | NB MM 160.00 - SHOULDER | 4 5/8"         | NO  |  |
| 11                          | BARTON   | NB MM 160.50 - SHOULDER | 4 1/2"         | NO  |  |
| 12                          | IRASBURG | NB MM 161.00 - SHOULDER | 4 1/2"         | NO  |  |
| 13                          | IRASBURG | NB MM 161.55 - SHOULDER | 4"             | NO  |  |
| 14                          | IRASBURG | NB MM 162.00 - SHOULDER | 4 3/4"         | NO  |  |
| 15                          | IRASBURG | NB MM 162.50 - SHOULDER | 4"             | NO  |  |
| 16                          | IRASBURG | NB MM 163.00 - SHOULDER | 4 1/4"         | NO  |  |
| 17                          | IRASBURG | SB MM 163.05 - SHOULDER | 3 5/8"         | NO  |  |
| 18                          | IRASBURG | SB MM 162.80 - SHOULDER | 4 1/8"         | NO  |  |
| 19                          | IRASBURG | SB MM 162.50 - SHOULDER | 4 3/8"         | NO  |  |
| 20                          | IRASBURG | SB MM 162.00 - SHOULDER | 4 3/4"         | NO  |  |
| 21                          | BARTON   | SB MM 161.60 - SHOULDER | 5"             | NO  |  |
| 22                          | BARTON   | SB MM 161.00 - SHOULDER | 4 3/8"         | NO  |  |
| 23                          | BARTON   | SB MM 160.50 - SHOULDER | 4 3/4"         | NO  |  |
| 24                          | BARTON   | SB MM 160.00 - SHOULDER | 4 3/4"         | NO  |  |
| 25                          | BARTON   | SB MM 159.50 - SHOULDER | 4 3/8"         | NO  |  |
| 26                          | BARTON   | SB MM 159.00 - SHOULDER | 4 1/4"         | NO  |  |
| 27                          | BARTON   | SB MM 158.50 - SHOULDER | 4 1/2"         | NO  |  |
| 28                          | BARTON   | SB MM 158.00 - SHOULDER | 5"             | NO  |  |
| 29                          | BARTON   | SB MM 157.50 - SHOULDER | 4 1/8"         | NO  |  |
| 30                          | BARTON   | SB MM 157.00 - SHOULDER | 4 1/4"         | NO  |  |
| 31                          | BARTON   | SB MM 156.50 - SHOULDER | 4 3/8"         | NO  |  |
| 32                          | BARTON   | SB MM 156.05 - SHOULDER | 4 1/4"         | NO  |  |

**NOTES**

1. THE PAVEMENT WEARING COURSE SHALL BE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS. THE ESTIMATED 1/2" LEVELING COURSE SHALL BE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
2. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +1/4". (TOTAL THICKNESS EXCLUDING LEVELING)
3. EDGES OF NEW PAVEMENT SHALL INCLUDE A SAFETY EDGE AS SHOWN OR DIRECTED BY THE RESIDENT ENGINEER. SEE DETAIL ON THIS SHEET.
4. ALL COLD PLANE SURFACES SHALL HAVE SURFACE PREPARATION BEFORE PAVING CONSISTING OF POTHOLE PATCHING. THIS WILL BE PAID UNDER ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I). INCLUDED WITH THE SURFACE PREPARATION WILL BE EMULSIFIED ASPHALT APPLIED AT A RATE OF 0.08 GAL/SY OF CRS-IH OR RS-IH. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL OTHER PAVED SURFACES AT THE RATE OF 0.025 TO 0.040 GAL/SY OF CRS-IH OR RS-IH. ALL EMULSIFIED ASPHALT WILL BE PAID UNDER ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH).
5. COLD PLANING TO BE COMPLETED ACCORDING TO TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. THE COLD PLANING AND PAVING SHALL MATCH THE EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AREAS BY THE USE OF A VERTICAL COLD PLANE JOINT. SEE DETAIL ON THIS SHEET.
6. 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 AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT WILL BE MADE UNDER CONTRACT ITEM 203.40 SHOULDER BERM REMOVAL.
7. ITEM 402.13 AGGREGATE SHOULDERS, RAP SHALL BE USED TO BACK UP THE NEW PAVEMENT AS DIRECTED BY THE RESIDENT ENGINEER
8. 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 RESIDENT ENGINEER. THIS WORK SHALL BE PAID FOR UNDER THE APPROPRIATE RENTAL ITEM.
9. ESTIMATED QUANTITIES OF ITEMS 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I AND ITEM 608.37 TRUCK RENTAL HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL END SECTION FLARES WITH EXCAVATED DITCHING MATERIAL AND THE REMOVAL OF BUILT-UP EXCESS SHOULDER MATERIAL. AN ESTIMATED 25 CUBIC YARDS OF ITEM 203.30 EARTH BORROW HAS BEEN INCLUDED FOR THE CONSTRUCTION OF THE GUARDRAIL END SECTION FLARES IF THERE IS INSUFFICIENT DITCHING MATERIAL AVAILABLE. ITEM 653.20 TEMPORARY EROSION MATTING SHALL BE PLACED ON ALL SLOPES CREATED BY THE GUARDRAIL END SECTION FLARES. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.20 TEMPORARY EROSION MATTING FOR EACH NEW GUARDRAIL END SECTION FLARE.
10. STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.
11. THE PROPOSED GUARDRAIL SHALL BE INSTALLED IN A LOCATION THAT MAXIMIZES THE DISTANCE FROM THE CENTER OF THE ROAD TO THE FACE OF GUARDRAIL AS DIRECTED BY THE RESIDENT ENGINEER.
12. AN ESTIMATED QUANTITY OF ITEM 621.79 ADJUST HEIGHT OF GUARDRAIL HAS BEEN INCLUDED FOR USE AS DIRECTED BY THE RESIDENT ENGINEER.
13. A QUANTITY FOR ITEM 604.412 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, ITEM 604.415 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II AND ITEM 604.40 CHANGING ELEVATION OF DI, CB, OR MH HAS BEEN INCLUDED TO BE USED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS EVEN WITH THE SURROUNDING TERRAIN.
14. AN ESTIMATED QUANTITY OF ITEM 619.17 YIELDING MARKER POSTS HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS AND DROP INLETS LOCATED OUTSIDE OF THE PAVEMENT SURFACE OR AS DIRECTED BY THE RESIDENT ENGINEER.
15. ALL DELINEATORS ASSOCIATED WITH NEW GUARDRAIL END SECTIONS ARE TO BE REPLACED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID FOR UNDER ITEM 676.10 DELINEATOR WITH STEEL POST AND ITEM 676.12 REMOVAL OF EXISTING DELINEATOR.

NOT TO SCALE



**PROJECT  
TYPICAL  
SHEET #2**

PROJECT NAME: BARTON-IRASBURG  
PROJECT NUMBER: IM 091-3(48)

FILE NAME: p07a286.dgn  
PROJECT LEADER: JLL  
DESIGNED BY: STANTEC  
IPARM FILE: p07a286pts02.i

PLOT DATE: 08-DEC-2011  
DRAWN BY: STANTEC  
CHECKED BY: STANTEC  
SHEET 3 OF 40