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STATE OF VERMONT AGENCY OF TRANSPORTATION

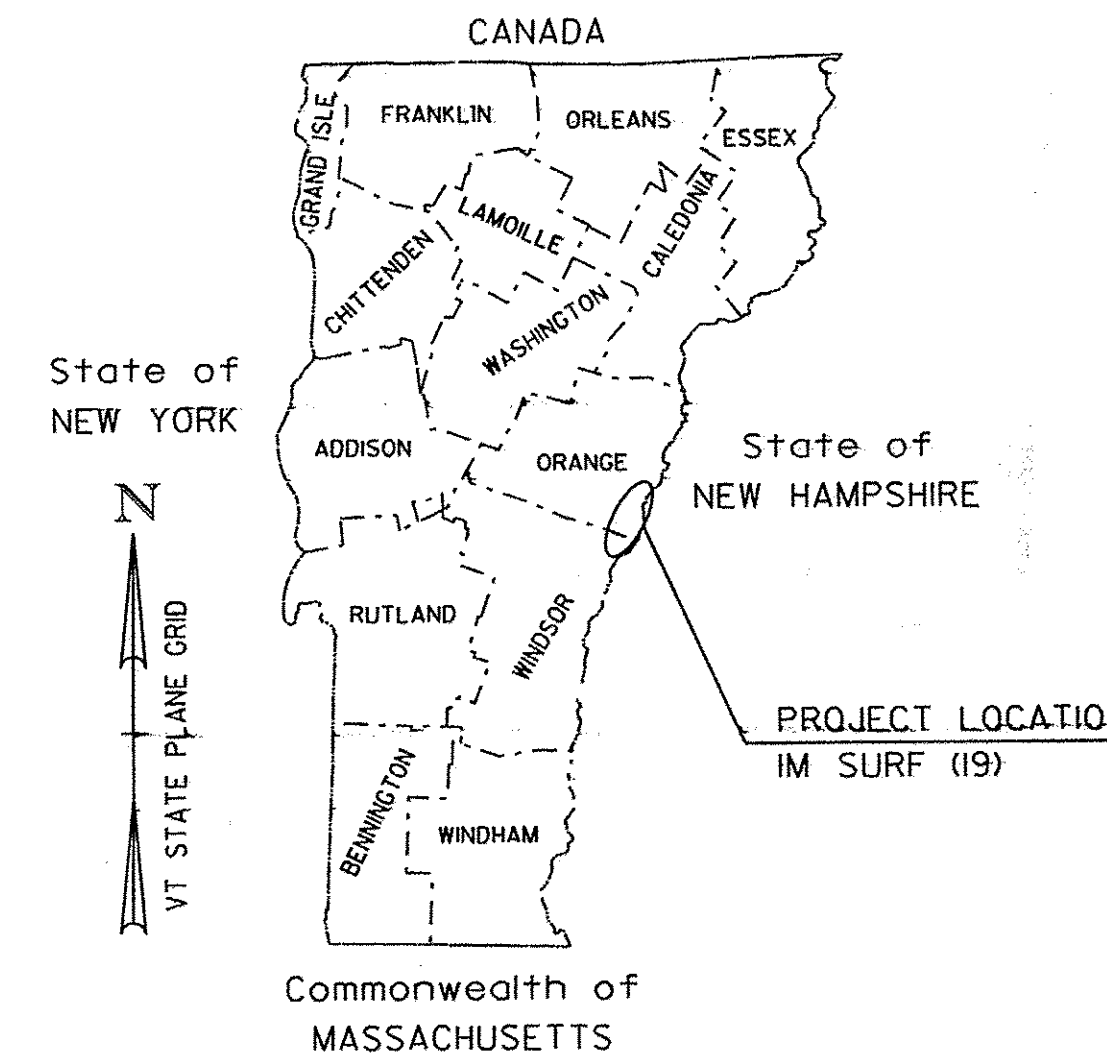


PROPOSED IMPROVEMENT TOWNS OF NORWICH THETFORD & FAIRLEE COUNTIES OF WINDSOR & ORANGE INTERSTATE ROUTE 91 (NB)

IM SURF (19) NORTHBOUND:
BEGINNING IN THE TOWN OF NORWICH AT MILE MARKER 74.810 AND EXTENDING NORTHERLY ALONG INTERSTATE ROUTE 91 (NORTHBOUND BARREL) FOR A DISTANCE OF 93,403.20 FT (17.690 MILES) TO MILE MARKER 92.500 IN THE TOWN OF FAIRLEE.

NB LENGTH OF ROADWAY = 93,403.20 FT = (17.690 MILES)
NB LENGTH OF PROJECT = 93,403.20 FT = (17.690 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES SURFACE PREPARATION INVOLVING PATCHING, POT HOLE REPAIR, CRACK SEALING AND OVERLAYING WITH A THIN BITUMINOUS SURFACE TREATMENT, AND TRAFFIC MARKINGS.



RECORD PLANS

CONTRACTOR: GORMAN GROUP, LLC - ALBANY, NY

RESIDENT ENGINEER: PAUL PERRY

CONSTRUCTION BEGAN: JULY 7, 2010

CONSTRUCTION COMPLETE: AUGUST 9, 2012

RECORD PLANS BY: PAUL PERRY & J. HYDE

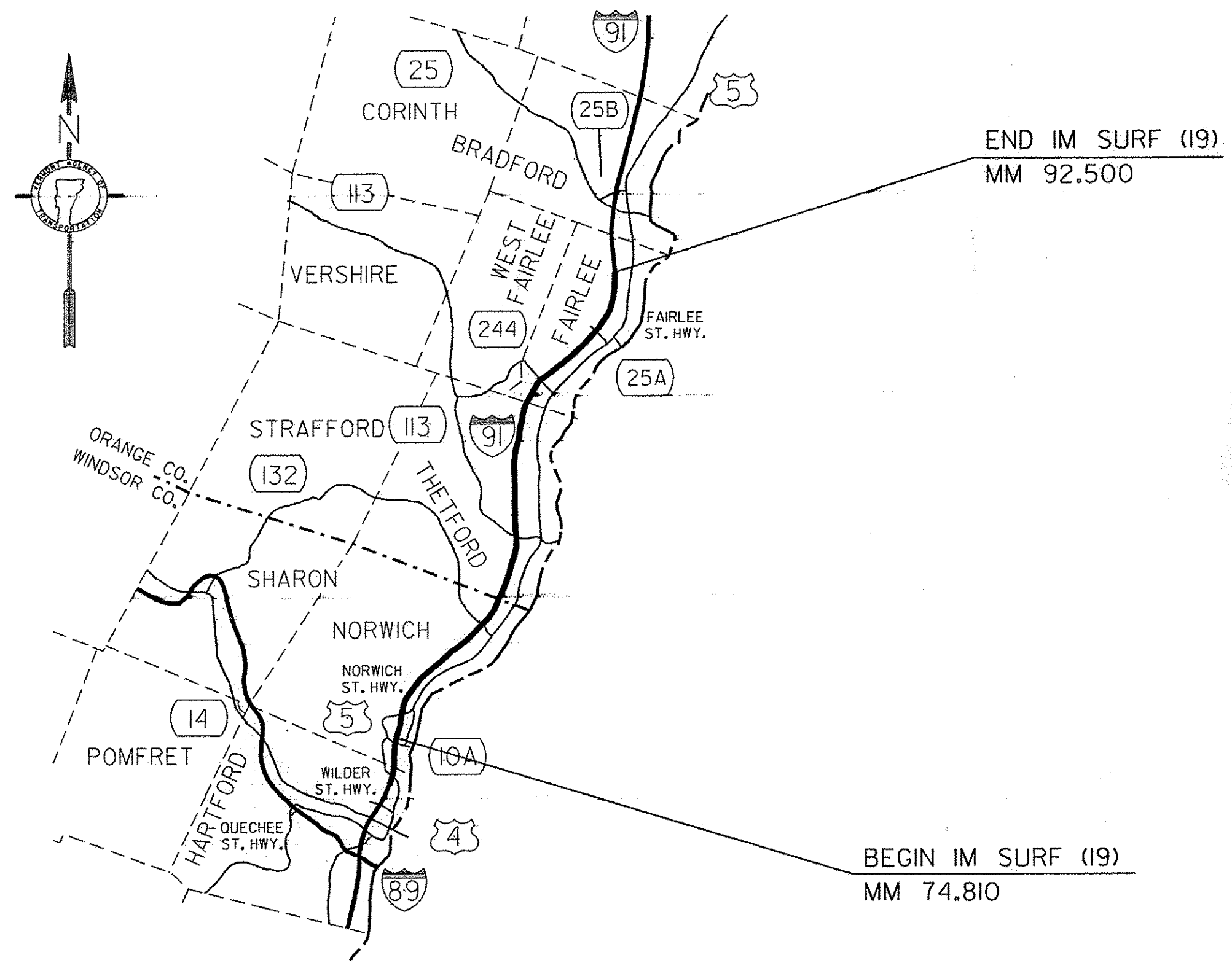
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY Paul K. Perry RESIDENT ENGINEER
DATE 12/17/12

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.

TRAFFIC DATA

I-91 NORTHBOUND	2010 AADT	2020 AADT	2010 DHV	2020 DHV	FLEXIBLE ESALS (2010-2020)	FLEXIBLE ESALS (2010-2020)
BEGIN PROJECT TO EXIT 14	6000	7000	970	1100	3,076,000	8,466,000
EXIT 14 TO EXIT 15	4700	5500	770	900	1,946,000	5,508,000
EXIT 15 TO END OF PROJECT	4000	4600	630	720	2,817,000	7,569,000



CONVENTIONAL SYMBOLS

COUNTY LINE		COUNTY LINE
TOWN 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		

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.

SURVEYED BY : _____
SURVEYED DATE : _____

DATUM
VERTICAL _____
HORIZONTAL _____

DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED Richard Stewart DATE 4-21-10

PROJECT MANAGER : MICHAEL FOWLER

PROJECT NAME : NORWICH - FAIRLEE
PROJECT NUMBER : IM SURF (19)

SHEET 1 OF 11 SHEETS

NOTES:

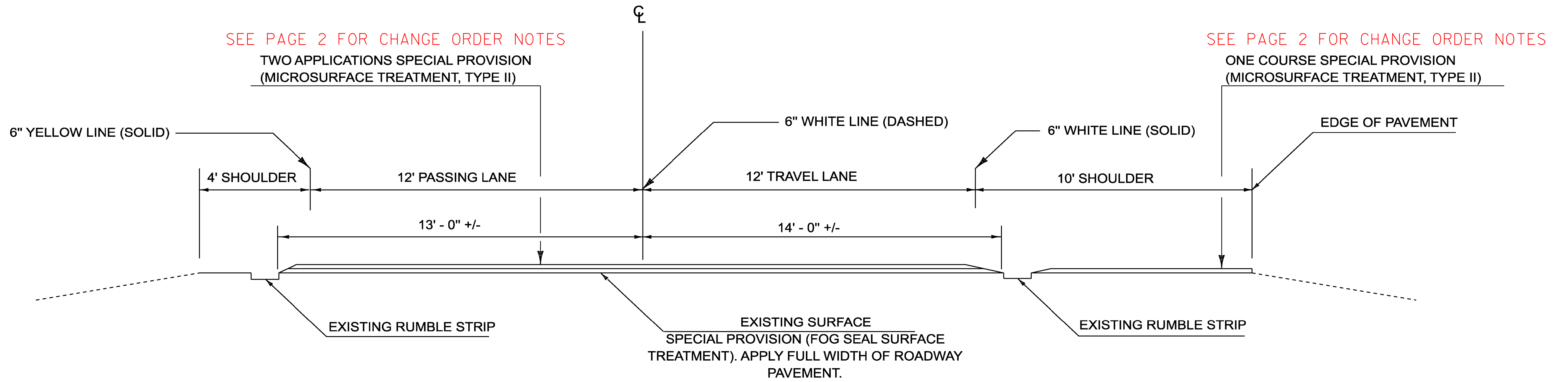
1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK-SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF THE FOG SEAL TREATMENT. ALL CRACKS GREATER THAN 0.10 INCH AND UP TO 1.0 INCH IN WIDTH SHALL BE FILLED USING THE "BLOW AND GO FILL METHOD". ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE PAID FOR UNDER ITEM 417.20, BITUMINOUS CRACK SEALING, BLOW AND GO METHOD(AASHTO M 324(ASTM D660)TYPE II). THE PATCHING OF ALL CRACKS GREATER THAN 1.0 INCH AND ALL OTHER PATCHING AND POT-HOLE REPAIR SHALL BE COMPLETED USING BITUMINOUS CONCRETE PAVEMENT IN ACCORDANCE WITH ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I). AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK. ALL BRIDGE DECKS WITHIN THE PROJECT LIMITS SHALL ALSO RECEIVE CRACK-SEALING AND RELATED SURFACE PREPARATION PRIOR TO APPLYING THE FOG SEAL TREATMENT.
2. EXISTING SHOULDER PAVEMENT SURFACES BEYOND THE LIMITS OF THE MICROSURFACE TREATMENT SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS.
3. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO APPLYING THE FOG SEAL TREATMENT. PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO ANY CRACK SEALING BEING PERFORMED. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT.
4. FOG SEAL SHALL BE APPLIED AT THE RATE OF 0.15 GAL./S.Y. (+/- 0.05 GAL./S.Y.).
5. FOG SEAL SHALL BE APPLIED PRIOR TO MICROSURFACING APPLICATION WITH THE EXPECTATION THAT THE FIRST MICROSURFACE COURSE WILL BE APPLIED WITHIN 24 TO 48 HOURS OF FOG SEAL APPLICATION OR AS DIRECTED BY THE ENGINEER.
6. FOG SEAL MUST BE ALLOWED TO CURE COMPLETELY BEFORE APPLICATION OF MICROSURFACING TREATMENT, OR AS DIRECTED BY THE ENGINEER.
7. MAINLINE MICROSURFACING TREATMENT SHALL BE APPLIED IN TWO APPLICATIONS FROM RUMBLE STRIP TO RUMBLE STRIP AS SHOWN ON THE PROJECT TYPICAL SECTION. AN OVERALL APPLICATION RATE OF 36 LB./SY (19.5 KG/SM) FOR THIS AREA HAS BEEN USED FOR THE PURPOSES OF QUANTITY CALCULATION. THE AREA ON THE 10' SHOULDER FROM THE EDGE OF PAVEMENT TO THE EDGE OF RUMBLE STRIP SHALL RECEIVE ONE APPLICATION OF MICROSURFACE TREATMENT AS SHOWN ON THE PROJECT TYPICAL SECTION. AN APPLICATION RATE OF 18 LB./SY(9.8 KG/SM) FOR THIS AREA HAS BEEN USED FOR THE PURPOSES OF QUANTITY CALCULATION.
8. PRIOR TO THE APPLICATION OF FOG SEAL AND MICROSURFACE TREATMENT AND AFTER INITIAL SURFACE PREPARATION AS DESCRIBED IN NOTE 1 ABOVE, THE RESIDENT ENGINEER AND THE CONTRACTOR ARE TO INSPECT THE ROADWAY SURFACE FOR THE PRESENCE OF ROAD KILLED ANIMAL CARCASSES, AND OTHER DELETERIOUS MATERIALS. ANY IDENTIFIED AREAS ARE TO BE REMOVED AND CLEANED WITH A MIXTURE OF WATER AND BLEACH IN A 10% SOLUTION ALONG WITH LIQUID DETERGENT. PAYMENT IS INCIDENTAL TO ITEMS 900.680 SPECIAL PROVISION (MICROSURFACE TREATMENT, TYPE II) AND 900.683 SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT).
9. IF IT IS DETERMINED IN AREAS ALONG THE BASE OF THE GUARDRAIL WHERE WINTER SAND AND OTHER DEBRIS HAS ACCUMULATED SUFFICIENTLY TO AFFECT PROPER CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, THIS MATERIAL SHALL BE REMOVED PRIOR TO CRACK-SEALING, PATCHING, AND POTHOLE REPAIR AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY FOR ITEM 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.
10. NO COLD PLANING IS NEEDED. ALL MICROSURFACING SHALL BE FEATHERED AS DIRECTED BY THE RESIDENT ENGINEER AT THE BEGINNING/END OF PROJECT LIMITS, EDGE OF TREATMENT AT RUMBLE STRIPS, THE END OF INTERCHANGE RAMP AND AT ALL U-TURNS.

MicroSurface Treatment applied as part of the original contract did not perform as intended resulting in need for corrective action.

Corrective action shall include the following:

1. Micro-milling the travel lane for the entire length of the project at ten feet wide which shall include sweeping, removal and disposal of the sweepings.
2. Application of new MicroSurface Treatment, Type II having 4% minimum polymer applied at a rate of approximately 25 lb/sy.
3. Other items necessary as part of this work that will be paid under the current contract include Item 630.10 Uniformed Traffic Officers, 630.15 Flaggers, Item 900.683 Special Provision (Fog Seal Surface Treatment), and Item 406.50 Price Adjustment, Asphalt Cement (N.A.B.I.). Mobilization/Demobilization for the above work will not be paid by the State of Vermont. Prior to any work being performed, a meeting shall be held between the State and the Contractor to go over specific details. Prior to placement of the microsurface, QC data of aggregate production shall be made available to the Resident Engineer and the State shall have given approval of the mix design and project aggregate stockpile(s).

MICROSURFACE TREATMENT, TYPE II NOTES	PROJECT NAME: NORWICH - FAIRLEE	
	PROJECT NUMBER: IM SURF (19)	
	FILE NAME: 09a380\p09a380.dgn	PLOT DATE: 23-APR-2010
	PROJECT LEADER: M. FOWLER	DRAWN BY: WILDER
	DESIGNED BY: WILDER	CHECKED BY: PVMT MGMT
	IPARM FILE NAME: p09a380*2.1	SHEET 2 OF 11

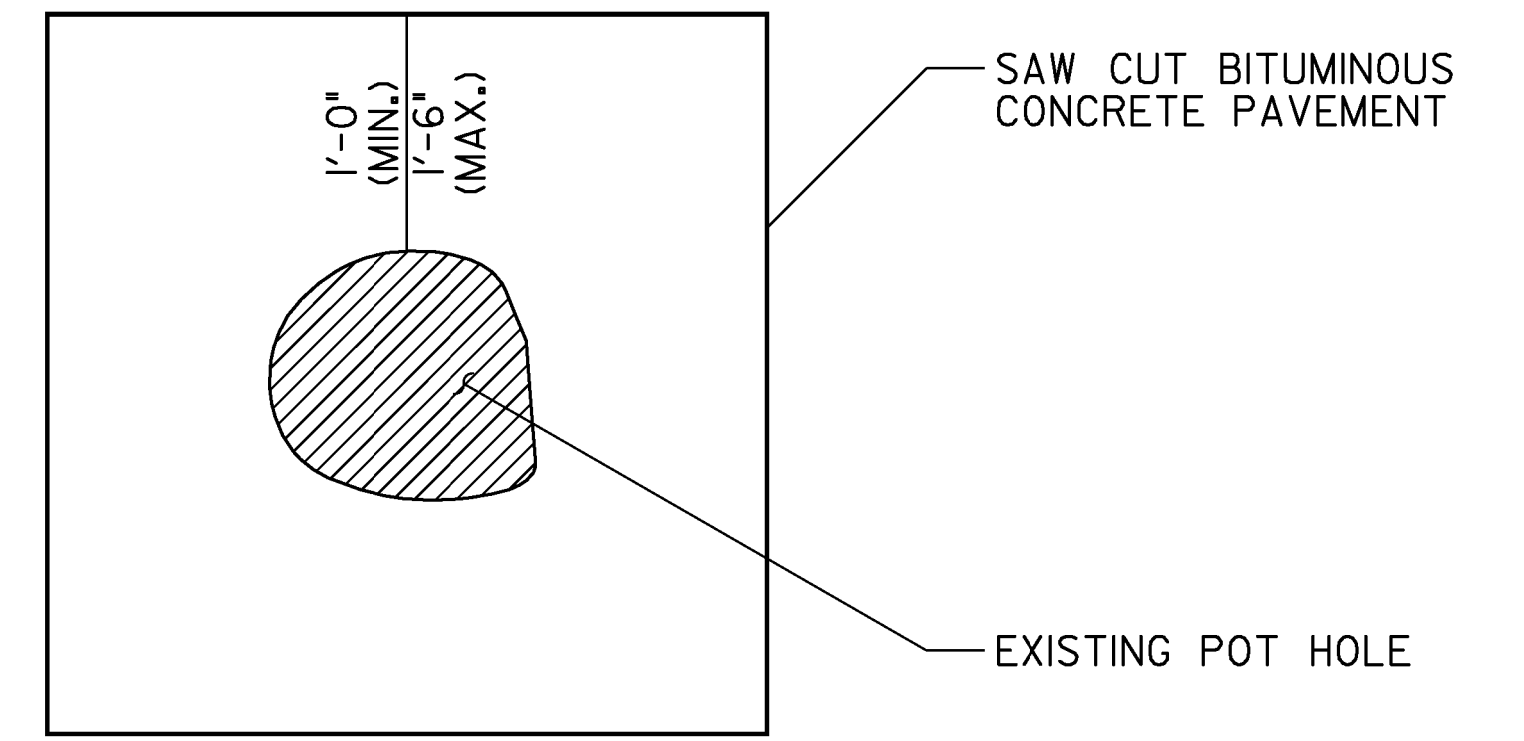


PROJECT TYPICAL SECTION
I - 91 NORTHBOUND - MM 74.810 - M.M. 92.500

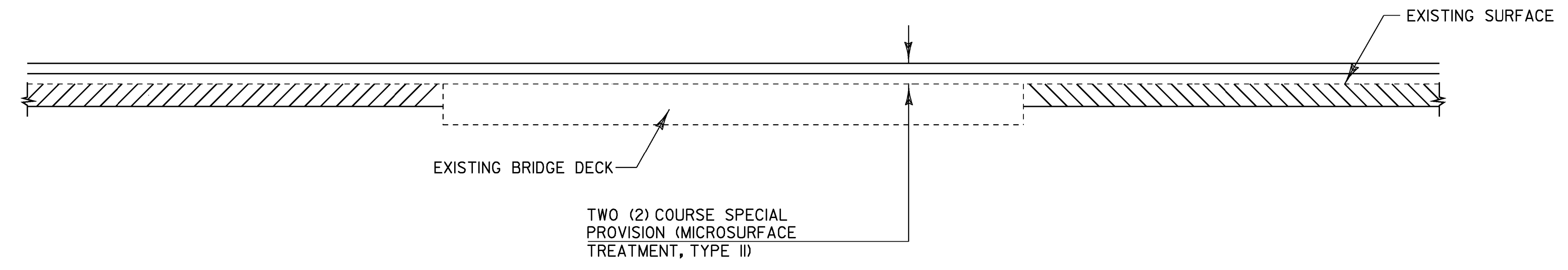
NOT TO SCALE

BRIDGES WITHIN THE PROJECT ARE:

- BRIDGE NUMBER 48-N MM 74.834 (TWO APPLICATIONS MICRO-SURFACE TREATMENT, TYPE II, REPLACE PLUG JOINTS)
- BRIDGE NUMBER 49-N MM 75.841 (TWO APPLICATIONS MICRO-SURFACE TREATMENT, TYPE II, REPLACE PLUG JOINTS)
- BRIDGE NUMBER 51-N MM 80.217 (TWO APPLICATIONS MICRO-SURFACE TREATMENT, TYPE II, REPLACE PLUG JOINTS)
- BRIDGE NUMBER 55-N MM 89.266 (TWO APPLICATIONS MICRO-SURFACE TREATMENT, TYPE II, REPLACE PLUG JOINTS)
- BRIDGE NUMBER 56-N MM 91.539 (TWO APPLICATIONS MICRO-SURFACE TREATMENT, TYPE II, REPLACE PLUG JOINTS)



(POT HOLE REPAIR)
 NOT TO SCALE



BRIDGE OVERLAY DETAIL

NOT TO SCALE

TYPICAL SECTION - MICROSURFACE, TYPE II	PROJECT NAME: NORWICH - FAIRLEE	PLOT DATE: 22-APR-2010
	PROJECT NUMBER: IM SURF (19)	DRAWN BY: WILDER
	FILE NAME: 09a380\p09a380.dgn	CHECKED BY: PVMT MGMT
	PROJECT LEADER: M. FOWLER	SHEET 3 OF 11
	DESIGNED BY: WILDER	
	IPARM FILE NAME: p09a380*3.1	

TEMPORARY 6 INCH YELLOW LINE
 EXIT 13
 NB ON RAMP STA. 0+00 ~ 7+90 SOLID LT

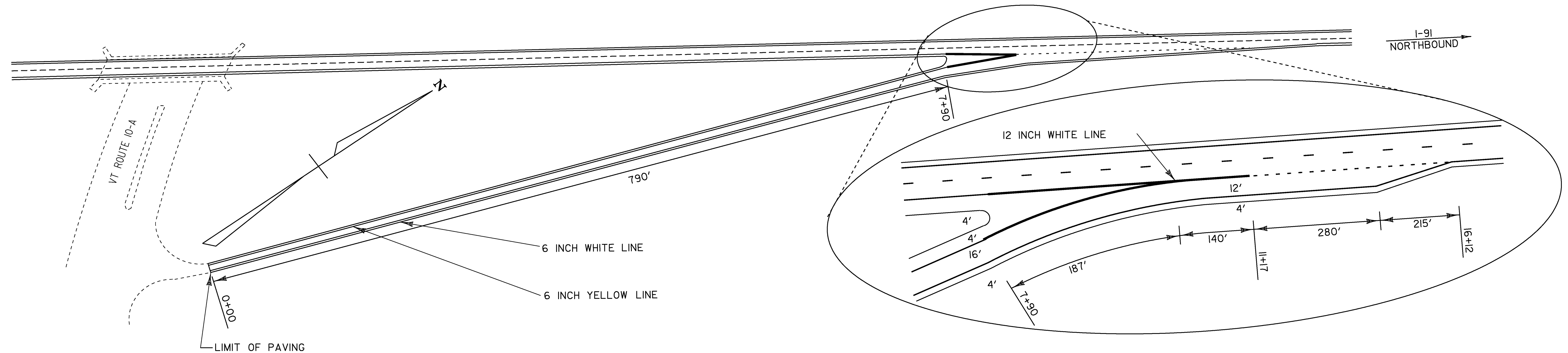
TEMPORARY 6 INCH WHITE LINE
 EXIT 13
 NB ON RAMP STA. 0+00 ~ 16+12 SOLID RT
 NB ON RAMP STA. 11+17 ~ 16+12 LT DOTTED LANE LINE

TEMPORARY 12 INCH WHITE LINE
 EXIT 13
 NB ON RAMP STA. 7+90 ~ 11+17 SOLID LT

6 INCH YELLOW LINE
 EXIT 13
 NB ON RAMP STA. 0+00 ~ 7+90 SOLID LT

6 INCH WHITE LINE
 EXIT 13
 NB ON RAMP STA. 0+00 ~ 16+12 SOLID RT
 NB ON RAMP STA. 11+17 ~ 16+12 LT DOTTED LANE LINE

12 INCH WHITE LINE
 EXIT 13
 NB ON RAMP STA. 7+90 ~ 11+17 SOLID LT



EXIT 13 NORTHBOUND ON RAMP DETAIL

SEE SHEET 9 FOR DETAILS

NOT TO SCALE

NOTE: ALL DIMENSIONS IN FEET

DATUM _____
 VERTICAL _____
 HORIZONTAL _____

LEGEND
 RET = RETAIN

**RAMP
 DETAILS
 1**

PROJECT: NORWICH - FAIRLEE	PROJECT NO. : IM SURF(19)
DESIGN FILE NAME: /pave/09a380/p09a380.dgn	PLOT DATE: 22-APR-2010
IPARM FILE NAME: p09a380*6.1	SURVEY DATE: 11/97
SURVEYED BY: CLD Inc	DRAWN BY: JLR
SQUAD LEADER: MJF	SHEET: 5 OF 11

TEMPORARY 6 INCH YELLOW LINE

EXIT 14
 NB OFF RAMP STA. 9+40 ~ 18+70 SOLID LT
 NB ON RAMP STA. 0+00 ~ 11+00 SOLID LT

6 INCH YELLOW LINE

EXIT 14
 NB OFF RAMP STA. 9+40 ~ 18+70 SOLID LT
 NB ON RAMP STA. 0+00 ~ 11+00 SOLID LT

TEMPORARY 6 INCH WHITE LINE

EXIT 14
 NB OFF RAMP STA. 0+00 ~ 17+55 LT DOTTED LANE LINE
 NB OFF RAMP STA. 0+00 ~ 18+70 SOLID RT
 NB ON RAMP STA. 0+00 ~ 19+05 SOLID RT
 NB ON RAMP STA. 11+00 ~ 13+30 LT DOTTED LANE LINE

6 INCH WHITE LINE

EXIT 14
 NB OFF RAMP STA. 0+00 ~ 17+55 LT DOTTED LANE LINE
 NB OFF RAMP STA. 0+00 ~ 18+70 SOLID RT
 NB ON RAMP STA. 0+00 ~ 19+05 SOLID RT
 NB ON RAMP STA. 11+00 ~ 13+30 LT DOTTED LANE LINE

TEMPORARY 12 INCH WHITE LINE

EXIT 14
 MAINLINE (GORE STRIPES) SOLID LT
 NB OFF RAMP STA. 7+55 ~ 9+40 SOLID LT (GORE)
 NB ON RAMP STA. 11+00 ~ 13+30 SOLID LT (GORE)

12 INCH WHITE LINE

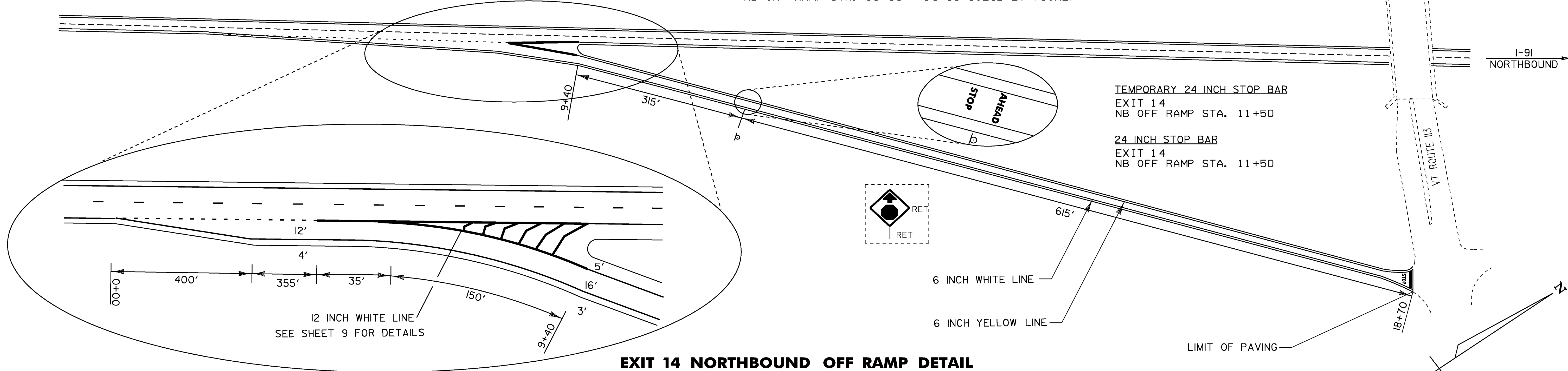
EXIT 14
 MAINLINE (GORE STRIPES) SOLID LT
 NB OFF RAMP STA. 7+55 ~ 9+40 SOLID LT (GORE)
 NB ON RAMP STA. 11+00 ~ 13+30 SOLID LT (GORE)

TEMPORARY LETTER OR SYMBOL

EXIT 14
 NB OFF RAMP STA. 8+47 "STOP"
 NB OFF RAMP STA. 8+63 "AHEAD"
 NB OFF RAMP STA. 11+42 "STOP"

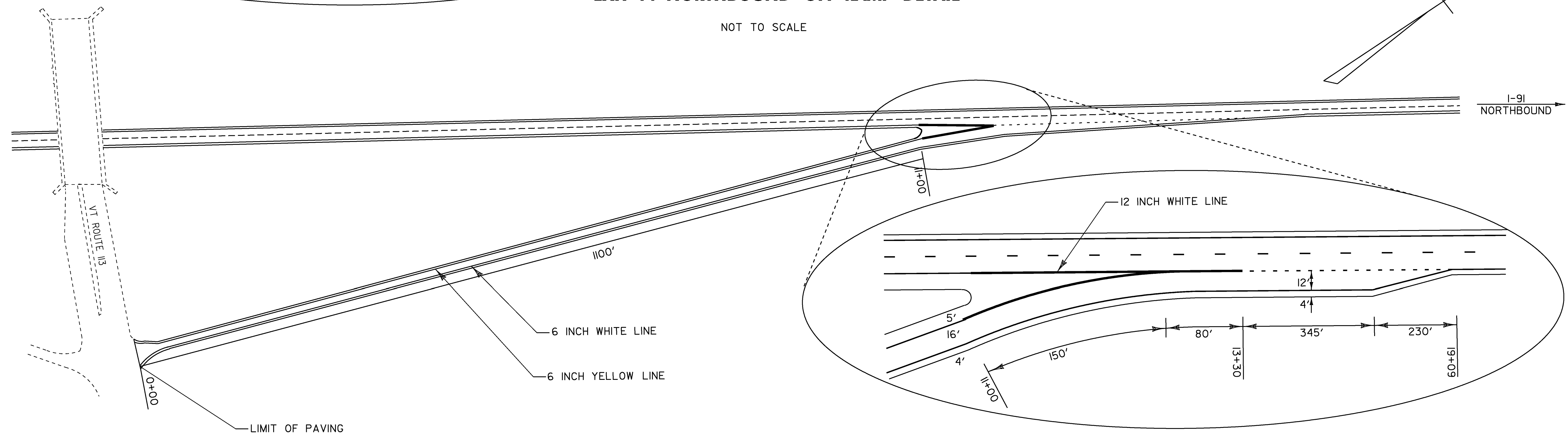
LETTER OR SYMBOL

EXIT 14
 NB OFF RAMP STA. 8+47 "STOP"
 NB OFF RAMP STA. 8+63 "AHEAD"
 NB OFF RAMP STA. 11+42 "STOP"



EXIT 14 NORTHBOUND OFF RAMP DETAIL

NOT TO SCALE



EXIT 14 NORTHBOUND ON RAMP DETAIL

SEE SHEET 9 FOR DETAILS

NOT TO SCALE

LEGEND

RET = RETAIN

**RAMP
 DETAILS
 2**

NOTE: ALL DIMENSIONS IN FEET

DATUM	
VERTICAL	
HORIZONTAL	

PROJECT:	NORWICH - FAIRLEE	PROJECT NO.:	IM SURF(19)
DESIGN FILE NAME:	/pave/09a380/pa380.dgn	PLOT DATE:	22-APR-2010
IPARM FILE NAME:	p09a380*7.1	SURVEY DATE:	11/97
SURVEYED BY:	CLD Inc	DRAWN BY:	JLR
SQUAD LEADER:	M. FOWLER	SHEET:	6 OF 11

TEMPORARY 6 INCH YELLOW LINE

EXIT 15
 NB OFF RAMP STA. 6+75 ~ 15+70 SOLID LT
 NB ON RAMP STA. 0+00 ~ 15+60 SOLID LT

6 INCH YELLOW LINE

EXIT 15
 NB OFF RAMP STA. 6+75 ~ 15+70 SOLID LT
 NB ON RAMP STA. 0+00 ~ 15+60 SOLID LT

TEMPORARY 6 INCH WHITE LINE

EXIT 15
 NB OFF RAMP STA. 0+00 ~ 4+25 LT DOTTED LANE LINE
 NB OFF RAMP STA. 0+00 ~ 15+70 SOLID RT
 NB ON RAMP STA. 0+00 ~ 15+60 SOLID RT
 NB ON RAMP STA. 8+95 ~ 15+60 RT DOTTED LANE LINE

6 INCH WHITE LINE

EXIT 15
 NB OFF RAMP STA. 0+00 ~ 4+25 LT DOTTED LANE LINE
 NB OFF RAMP STA. 0+00 ~ 15+70 SOLID RT
 NB ON RAMP STA. 0+00 ~ 15+60 SOLID RT
 NB ON RAMP STA. 8+95 ~ 15+60 RT DOTTED LANE LINE

TEMPORARY 12 INCH WHITE LINE

EXIT 15
 MAINLINE (GORE STRIPES) SOLID LT
 NB OFF RAMP STA. 4+65 ~ 6+75 SOLID LT
 NB ON RAMP STA. 4+50 ~ 8+95 SOLID LT

12 INCH WHITE LINE

EXIT 15
 MAINLINE (GORE STRIPES) SOLID LT
 NB OFF RAMP STA. 4+65 ~ 6+75 SOLID LT
 NB ON RAMP STA. 4+50 ~ 8+95 SOLID LT

TEMPORARY LETTER OR SYMBOL

EXIT 15
 NB OFF RAMP STA. 10+42 - "STOP"
 NB OFF RAMP STA. 10+58 - "AHEAD"
 NB OFF RAMP STA. 15+56 - "STOP"

LETTER OR SYMBOL

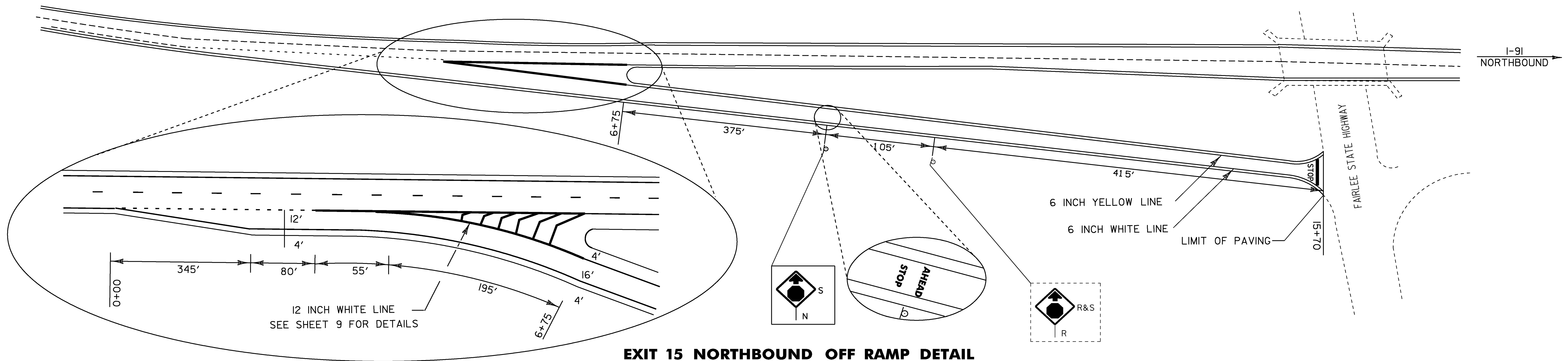
EXIT 15
 NB OFF RAMP STA. 10+42 - "STOP"
 NB OFF RAMP STA. 10+58 - "AHEAD"
 NB OFF RAMP STA. 15+56 - "STOP"

TEMPORARY 24 INCH STOP BAR

EXIT 15
 NB OFF RAMP STA. 15+62

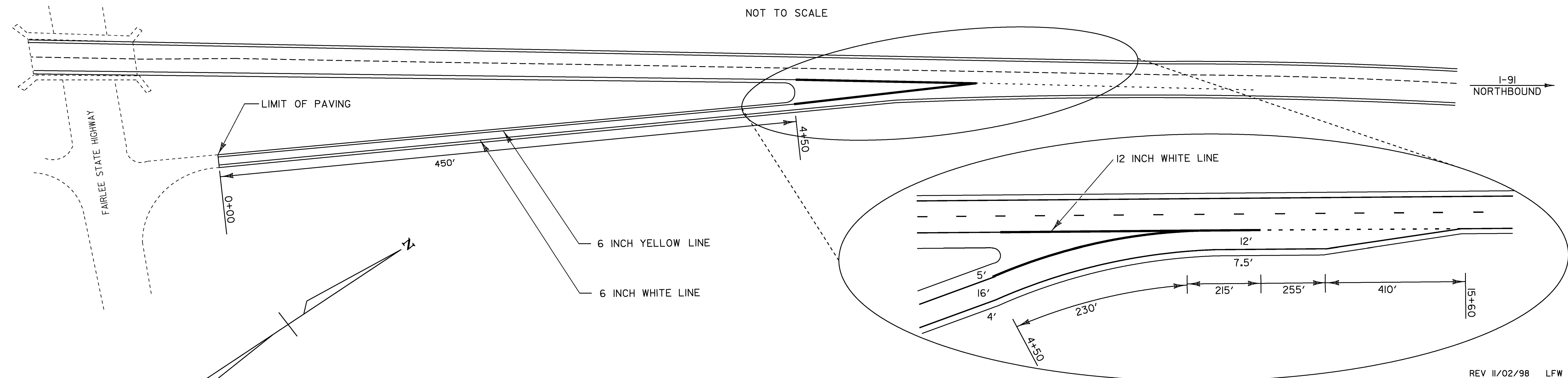
24 INCH STOP BAR

EXIT 15
 NB OFF RAMP STA. 15+62



EXIT 15 NORTHBOUND OFF RAMP DETAIL

SEE SHEET 9 FOR DETAILS
 NOT TO SCALE



EXIT 15 NORTHBOUND ON RAMP DETAIL

SEE SHEET 9 FOR DETAILS
 NOT TO SCALE

NOTE: ALL DIMENSIONS IN FEET

REV 11/02/98 LFW

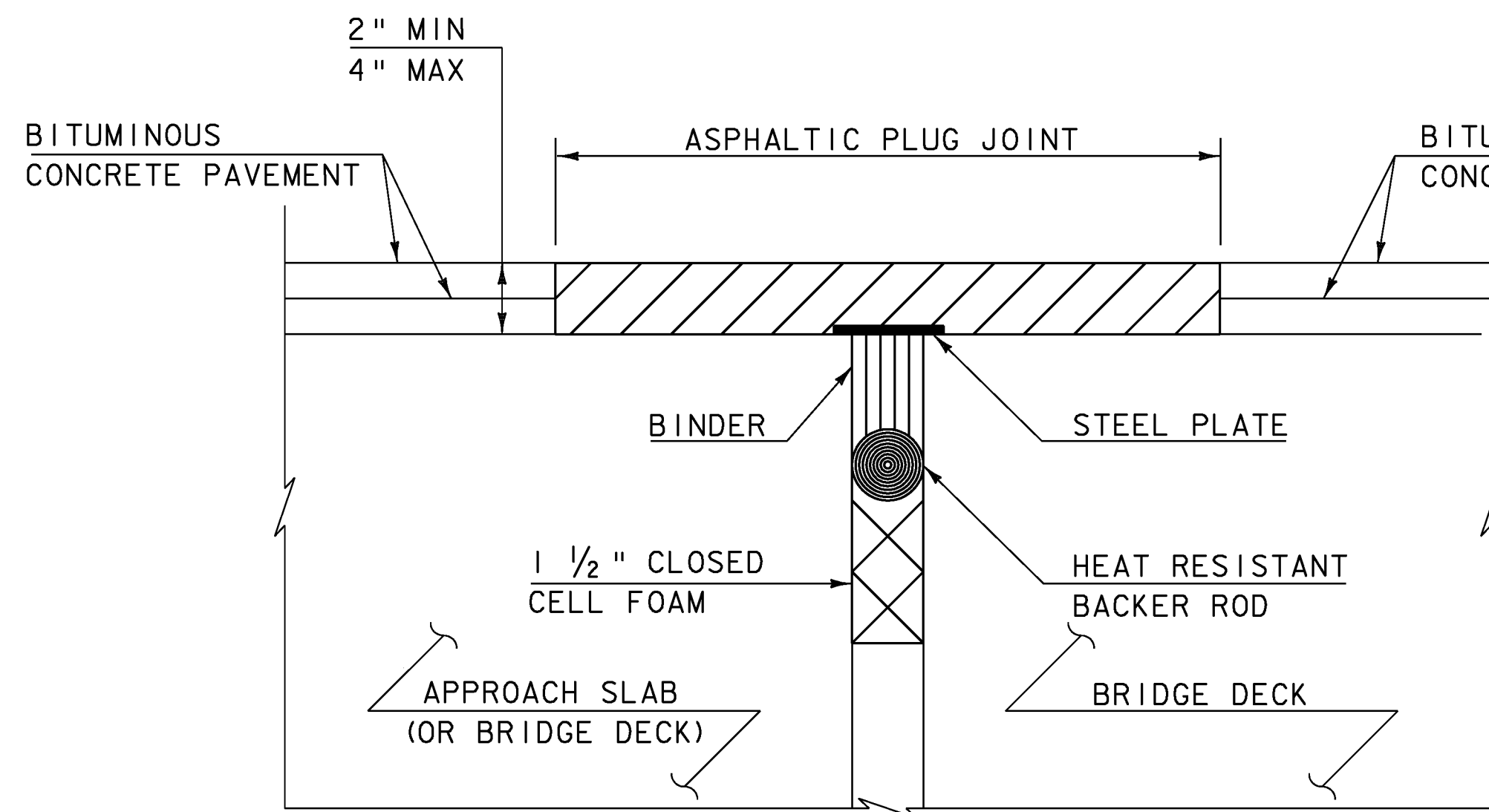
DATUM	_____
VERTICAL	_____
HORIZONTAL	_____

LEGEND

RET	=	RETAIN
S	=	SALVAGE
R&S	=	REMOVE & SALVAGE
N	=	NEW

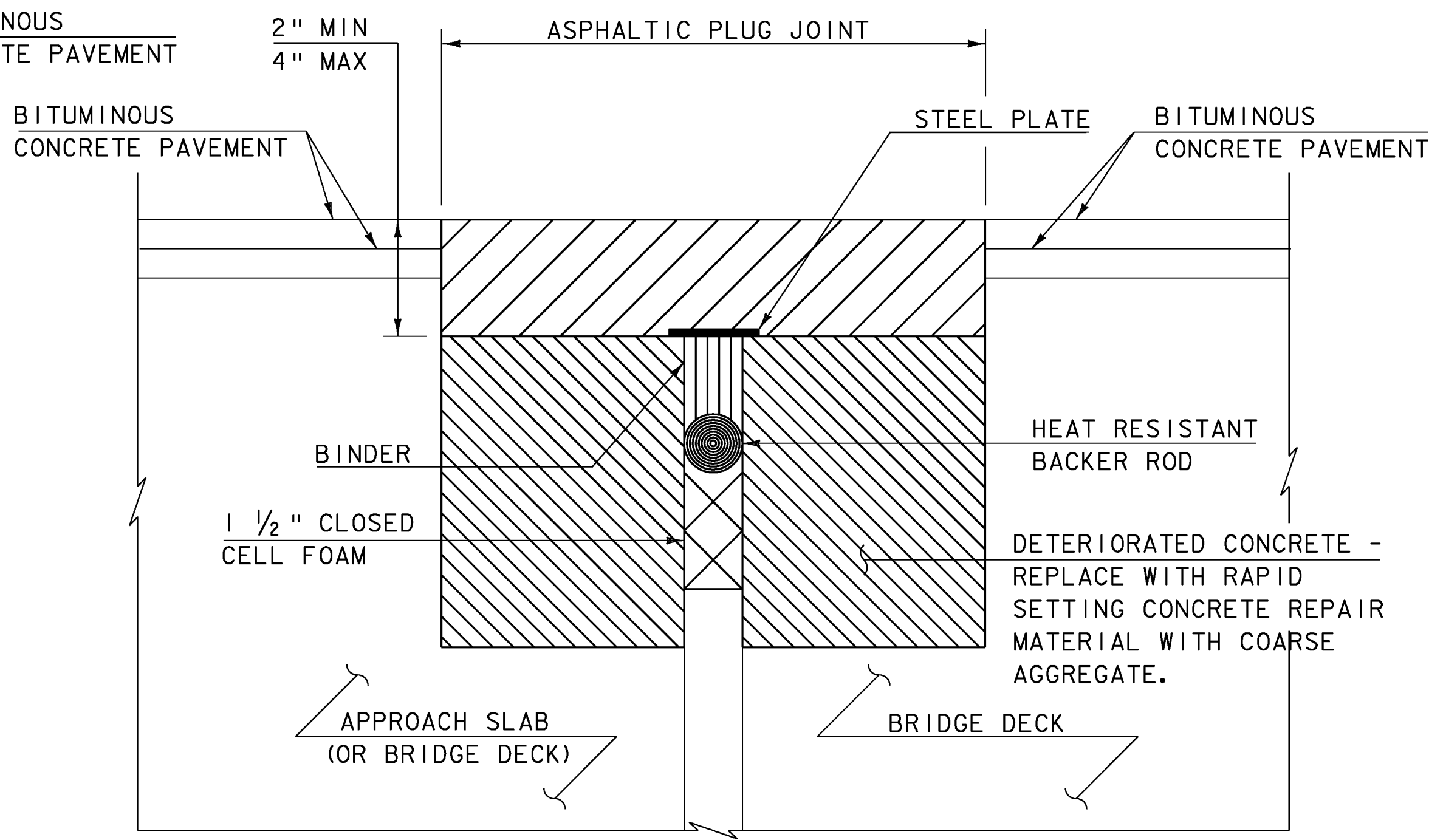
**RAMP
 DETAILS
 3**

PROJECT:	NORWICH - FAIRLEE	PROJECT NO.:	IM SURF(19)
DESIGN FILE NAME:	/pave/09a380/p09a380.dgn	PLOT DATE:	22-APR-2010
IPARM FILE NAME:	p09a380*8.1	SURVEY DATE:	11/97
SURVEYED BY:	CLD Inc	DRAWN BY:	JLR
SQUAD LEADER:	M. FOWLER	SHEET:	7 OF 11



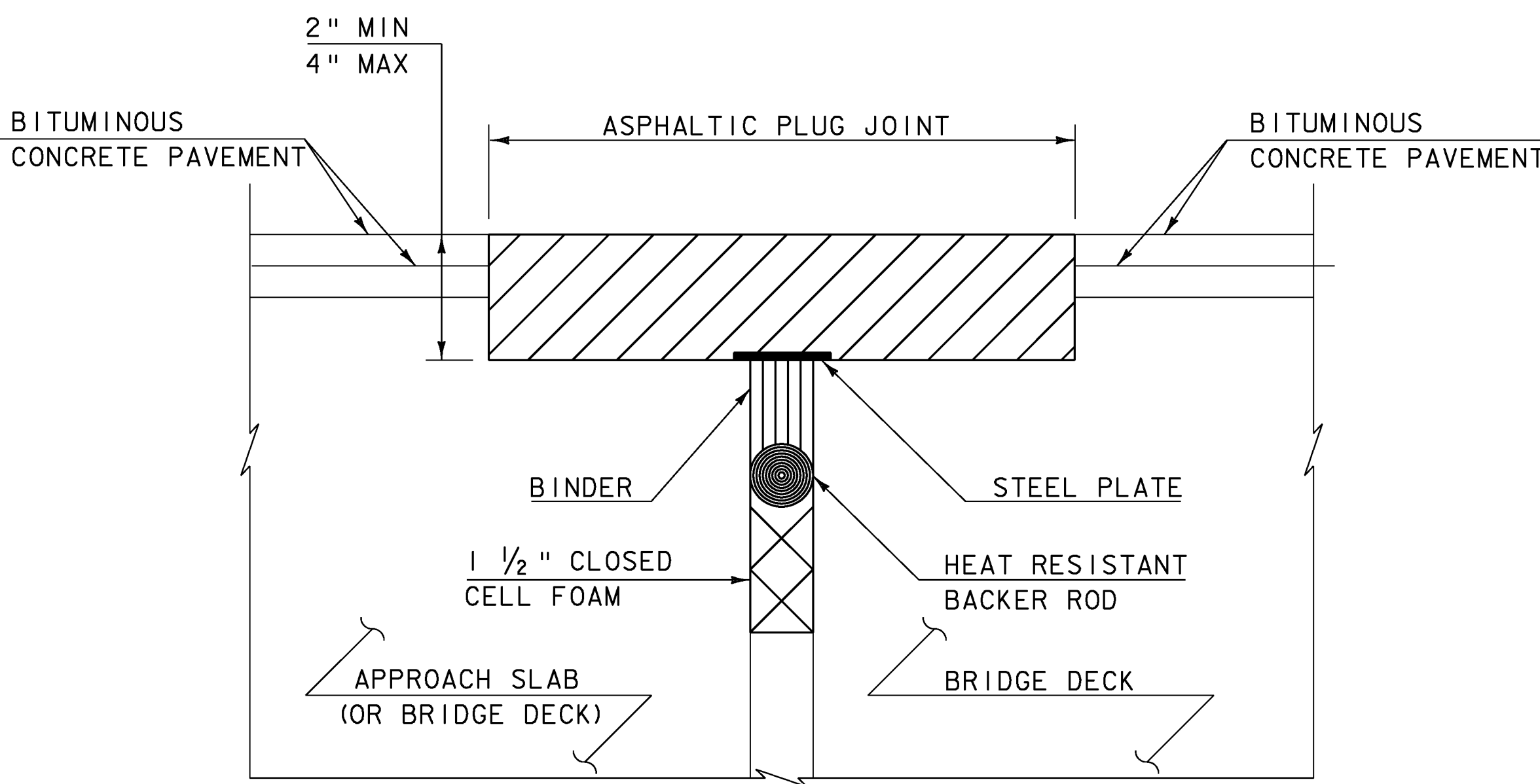
ASPHALTIC PLUG-TYPE JOINT DETAIL

(NOT TO SCALE)



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

(NOT TO SCALE)



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

(NOT TO SCALE)

NOTES:

- 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.
- REMOVAL OF THE DETERIORATED CONCRETE WILL NOT BE PAID SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE 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.

NOT TO SCALE

NOTES:

- 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 FORMED TO EXISTING ELEVATION.
- 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".
- REINFORCING STEEL NOT SHOWN FOR CLARITY.

BRIDGE 48N (MM 74.900)	(40 FT. EXP. JOINT)
BRIDGE 49N (MM 75.880)	(44 FT. EXP. JOINT)
BRIDGE 51N (MM 80.235)	(39 FT. EXP. JOINT)
BRIDGE 51N (MM 80.280)	(39 FT. EXP. JOINT)
BRIDGE 55N (MM 89.305)	(40 FT. EXP. JOINT)
BRIDGE 56N (MM 91.595)	(40 FT. EXP. JOINT)
BRIDGE 56N (MM 91.615)	(40 FT. EXP. JOINT)

ASPHALTIC PLUG JOINT NOTES

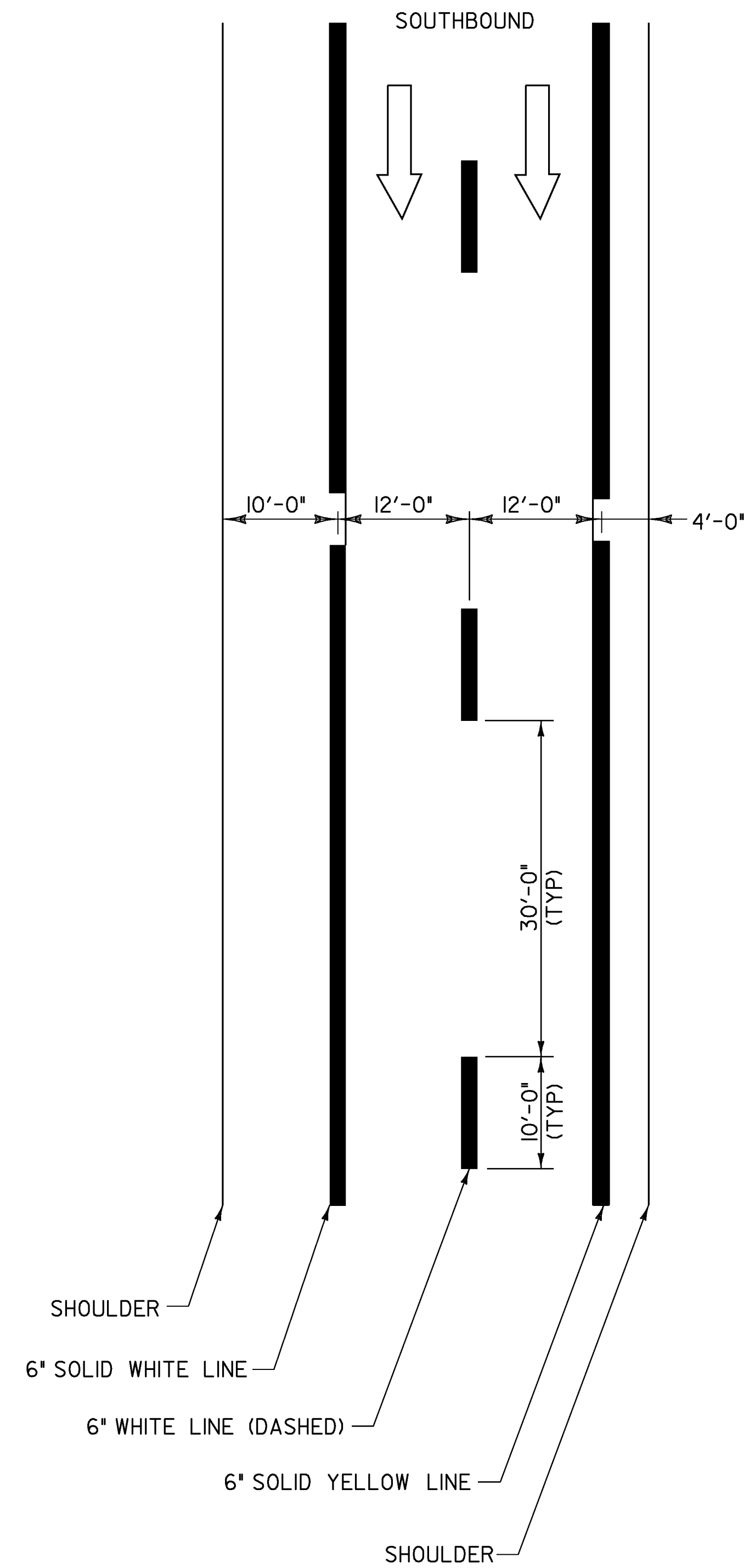
I. INSTALLATION

- LOCATE THE JOINT CENTRALLY OVER THE DECK OVERLAY EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.
- REMOVE THE BITUMINOUS CONCRETE PAVEMENT FULL DEPTH AS SHOWN ON THE PLANS. THE PAVEMENT SHALL BE DRY AND SAW CUT TO THE LIMITS REQUIRED TO PLACE THE JOINT. A PNEUMATIC HAMMER AND CHISEL MAY BE USED ADJACENT TO THE CURB ONLY WHEN SAW CUTTING IS NOT POSSIBLE.
- BLAST CLEAN THE JOINT AREA OF DEBRIS, ASPHALT AND SHEET MEMBRANE. THOROUGHLY DRY THE JOINT AREA WITH COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.
- REPAIR SPALLED AND DEFECTIVE CONCRETE WITH AN APPROVED MATERIAL AS AGREED UPON BY THE ENGINEER.
- PLACE PROPERLY SIZED HEAT RESISTANT BACKER ROD IN THE MOVEMENT GAP ALLOWING FOR 1" +/- OF BINDER ABOVE THE ROD.
- HEAT AND PLACE THE BINDER MATERIAL AS RECOMMENDED BY THE MANUFACTURER.
- PLACE 1/4" THICK BY 8" WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE THE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRESTAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER. THE STEEL PLATES MAY BE OMITTED WHERE THE ENGINEER DETERMINES THAT THE APPROACH SLAB OR BRIDGE DECK WILL PROVIDE INADEQUATE SUPPORT AND WHERE VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.
- HEAT AND MIX THE BINDER MATERIAL AND AGGREGATE AS RECOMMENDED BY THE MANUFACTURER.
- INSTALLATION OF MATERIAL, COMPACTION, AND TOP COATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
- IMMEDIATELY AFTER TOP COATING, CAST AN ANTI-SKID MATERIAL OVER THE JOINT TO REDUCE THE RISK OF TRACKING.
- ONCE THE JOINT REACHES 82 DEG C (180 DEG F) +/-, WATER MAYBE USED TO EXPEDITE THE COOLING PROCESS.
- PROTECT JOINT FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 51 DEG C (125 DEG F) +/-.

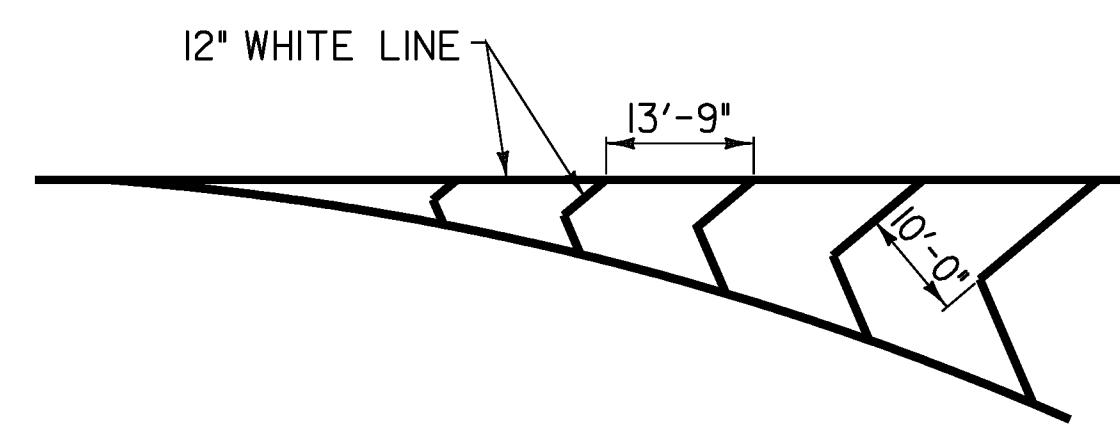
2. WEATHER LIMITATIONS. (APPLY BINDER MATERIAL ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL OR AS RECOMMENDED BY THE MANUFACTURER):

- THE AMBIENT AIR TEMPERATURE IS AT LEAST 10 DEG C (50 DEG F) AND RISING.
- THE ROAD SURFACE IS DRY.
- WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF SATISFACTORY WORK.

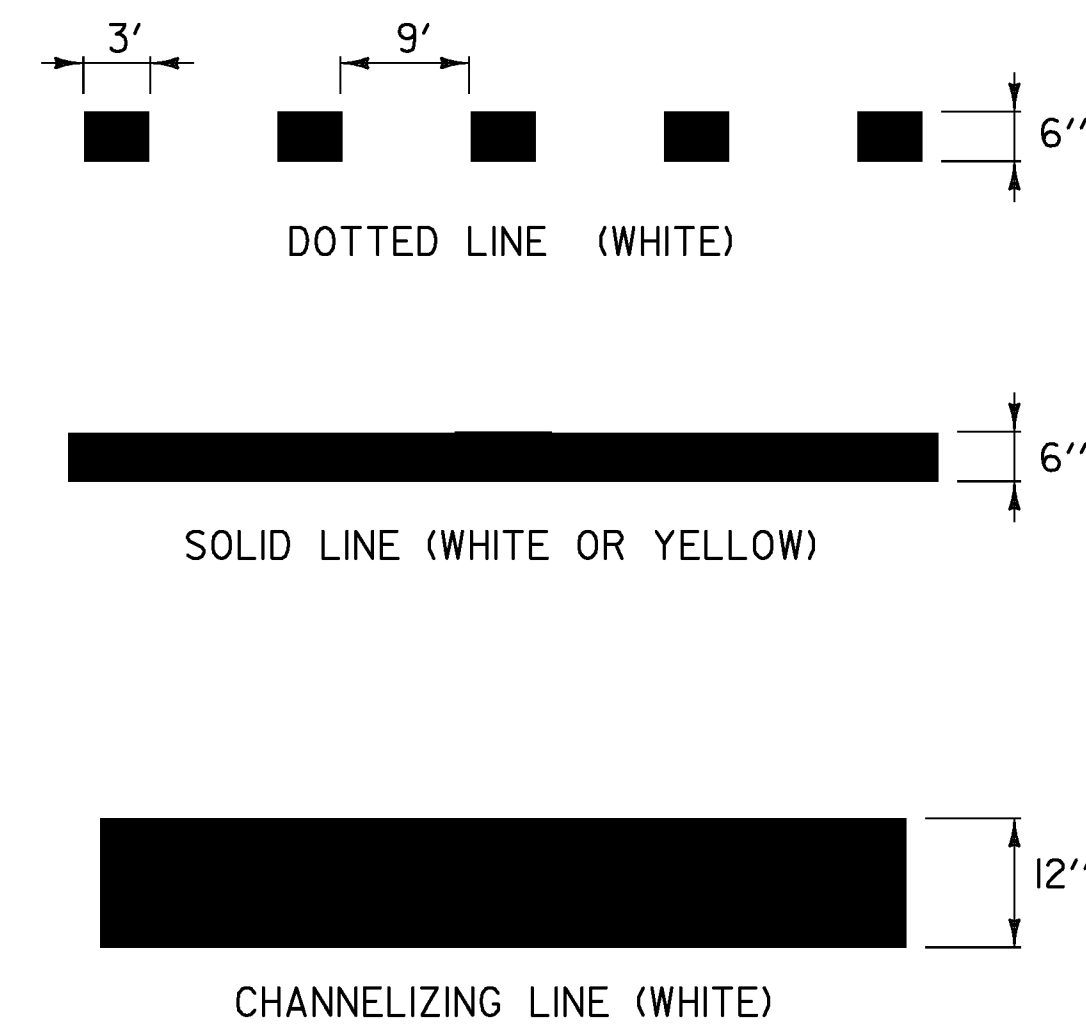
ASPHALTIC PLUG JOINT AND BRIDGE DETAIL SHEET	PROJECT NAME: NORWICH - FAIRLEE	
	PROJECT NUMBER: IM SURF(19)	
	FILE NAME: p09a380.dgn	PLOT DATE: 22-APR-2010
PROJECT LEADER: M. FOWLER	DRAWN BY: LSW	
DESIGNED BY: LSW	CHECKED BY: KML	
PLOT FILE: p09a380*9.l	SHEET 8 OF 11	



TYPICAL MAINLINE MARKING PLAN
NOT TO SCALE



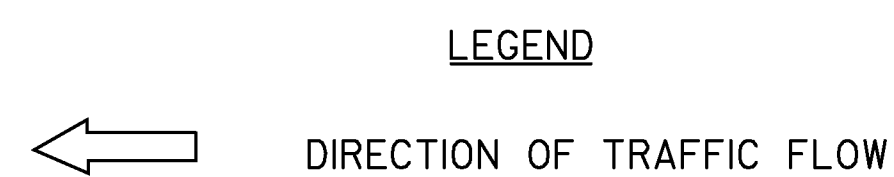
GORE MARKING DETAIL
NOT TO SCALE



PAVEMENT MARKING LINE DETAILS
NOT TO SCALE

NOTES:

1. TWO (2) APPLICATIONS OF FINAL PAVEMENT MARKINGS WILL BE REQUIRED. THE FIRST APPLICATION WILL BE IMMEDIATELY FOLLOWING PLACEMENT OF THE SURFACE TREATMENT. THE SECOND AND FINAL APPLICATION WILL BE APPLIED NO SOONER THAN 14 CALENDER DAYS AFTER THE FIRST APPLICATION, AND NO LATER THAN OCT. 15, 2010.



PAVEMENT MARKING SHEET	PROJECT NAME: NORWICH - FAIRLEE	PLOT DATE: 23-APR-2010
	PROJECT NUMBER: IM SURF (19)	DRAWN BY: WILDER
	FILE NAME: p09a380.dgn	CHECKED BY: PAVT MGMT
	PROJECT LEADER: M. FOWLER	SHEET 9 OF 11
	DESIGNED BY: WILDER	
	IPARM FILE NAME: p09a380*10.1	

CONSTRUCTION APPROACH SIGNING SHEET # 1

APPROX. NORTH



1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) WILL NOT BE PAID SEPARATELY BUT WILL BE INCLUDED IN THE UNIT BID PRICE FOR 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 VTRANS STANDARD E-103. PAYMENT FOR PROVIDING THIS PACKAGE WILL 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:
 - 630.10 AND 630.15 - UNIFORMED TRAFFIC OFFICERS AND FLAGGERS
 - 646.622 TEMPORARY 6 INCH WHITE LINE, PAINT
 - 646.632 TEMPORARY 6 INCH YELLOW LINE, PAINT
 - 646.662 TEMPORARY 12" WHITE LINE, PAINT
 - 646.682 TEMPORARY 24 INCH STOP BAR, PAINT
 - 646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 - 646.76 LINE STRIPING TARGETS
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".

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 LATEST REVISION OF THE 2009 MUTCD 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. REFER TO VT. STATE STANDARDS AND THE MUTCD FOR TEMPORARY TRAFFIC CONTROL SIGN DIMENSIONS AND COLORS.
9. ON VTRANS STANDARD E-103, SIGN W4-2 SHOULD BE REPLACED WITH W9-2:



W4-2

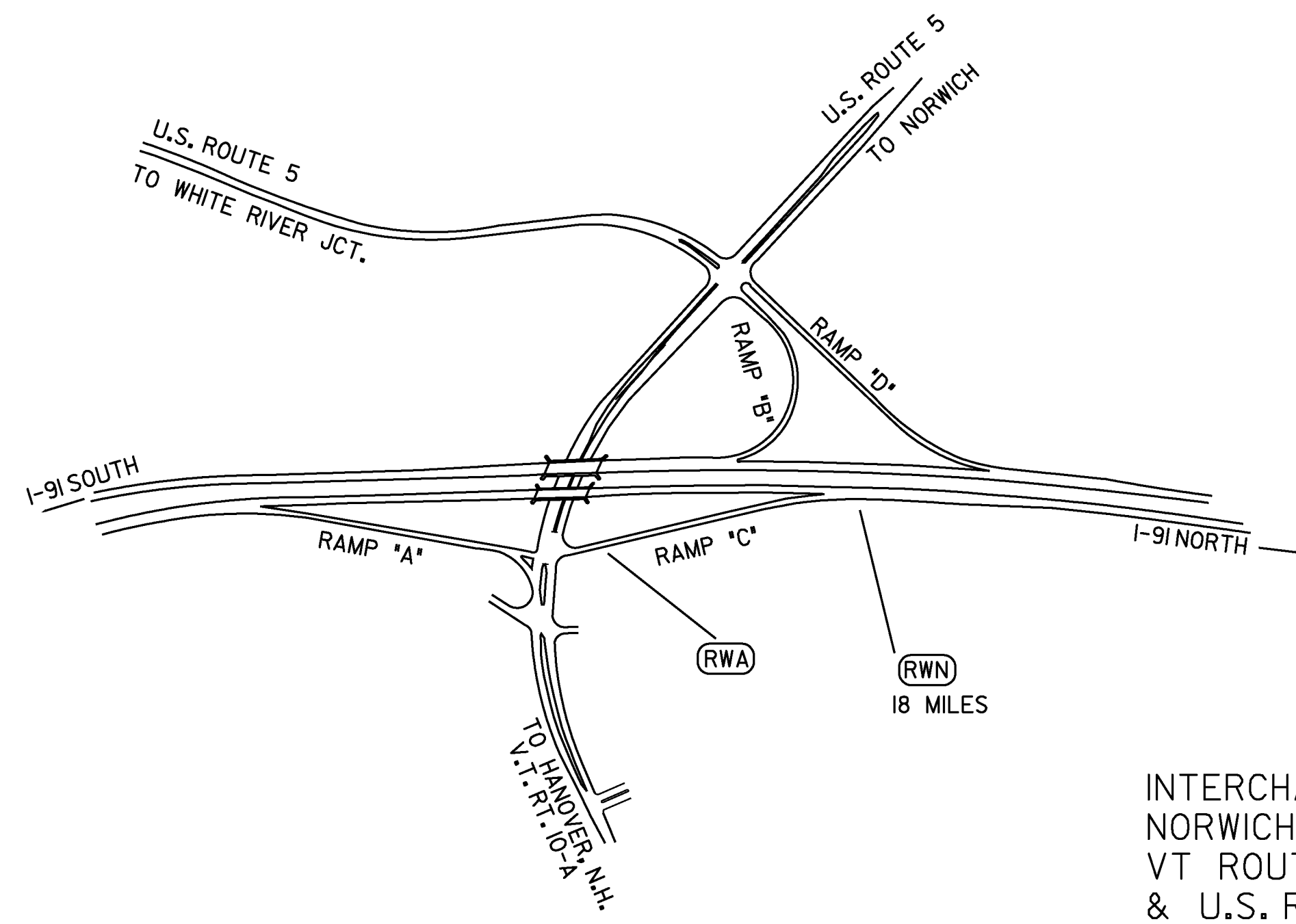
W9-2

NOT TO SCALE

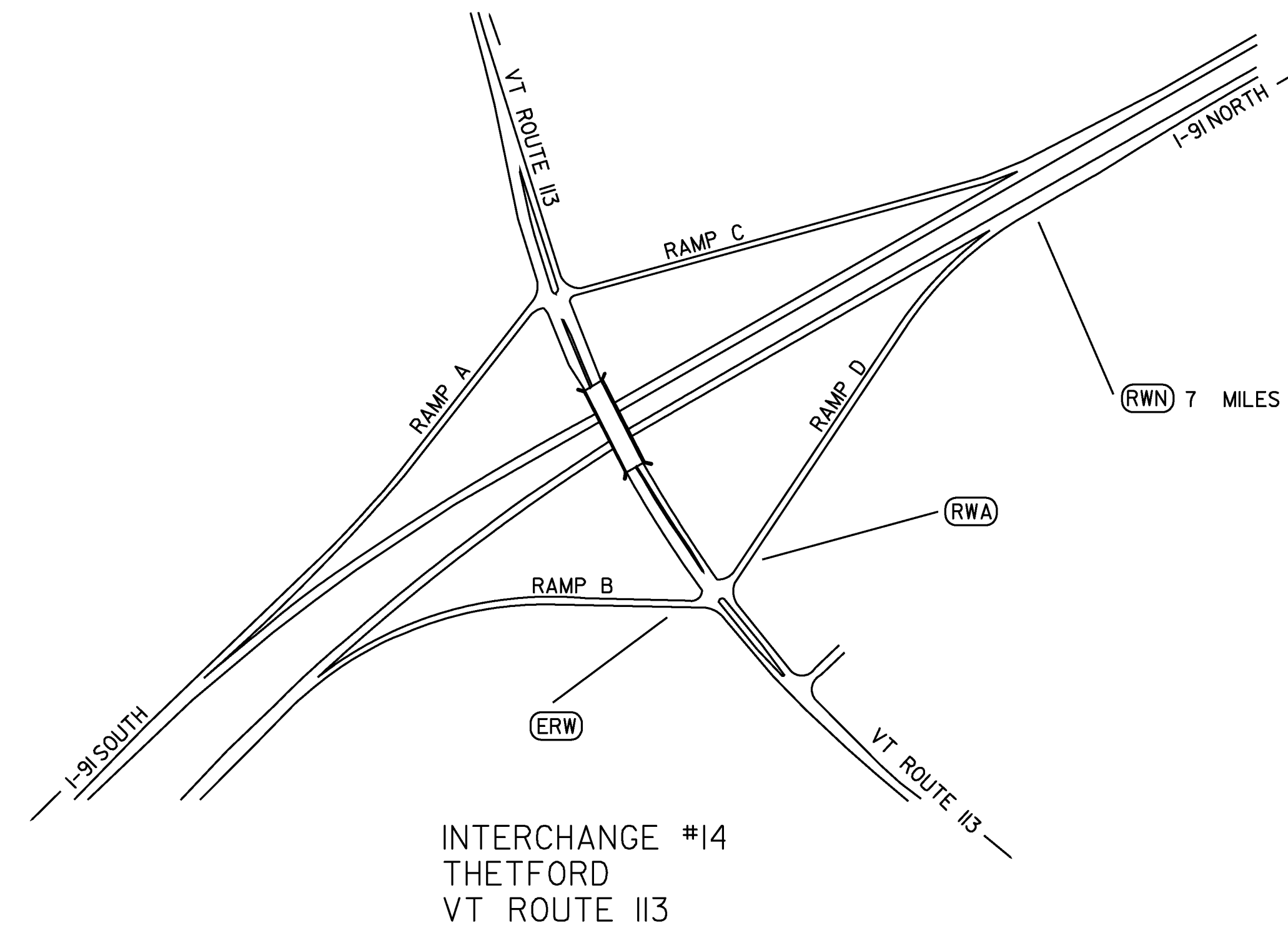
CONSTRUCTION APPROACH SIGNING SHEET

PROJECT: NORWICH - FAIRLEE	PROJECT NO. : IM SURF(19)
DESIGN FILE NAME: p09g380.dgn	PLOT DATE: 23-APR-2010
IPARM FILE NAME: p09g380*11.1	SURVEY DATE: N/A
SURVEYED BY: N/A	DRAWN BY: WILDER
SQUAD LEADER: M. FOWLER	SHEET: 10 OF 11

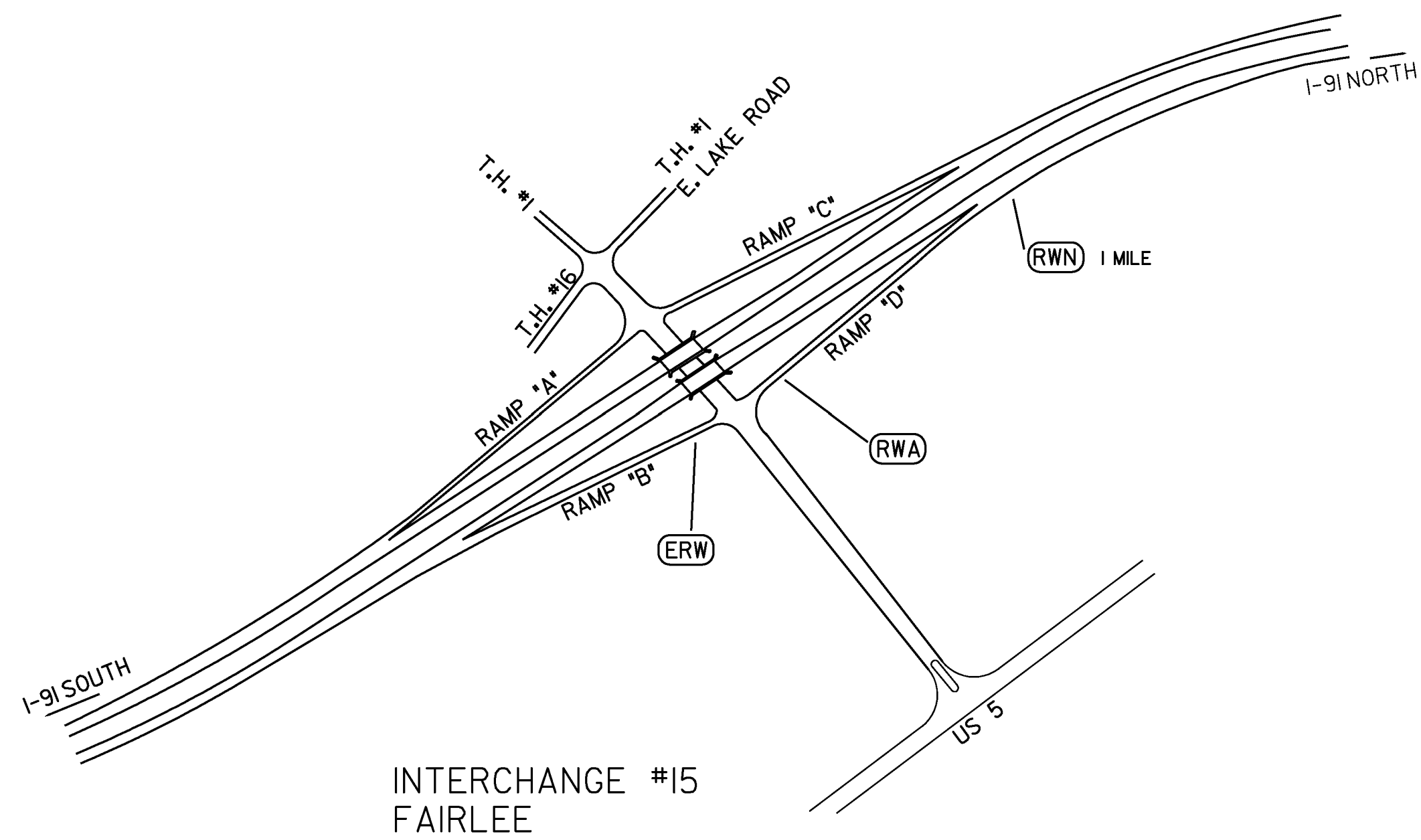
CONSTRUCTION APPROACH SIGNING SHEET # 2



INTERCHANGE #13
NORWICH
VT ROUTE 10A
& U.S. ROUTE 5



INTERCHANGE #14
THETFORD
VT ROUTE 113



INTERCHANGE #15
FAIRLEE

NOT TO SCALE

CONSTRUCTION APPROACH SIGNING SHEET	PROJECT: NORWICH - FAIRLEE	PROJECT NO. : IM SURF(19)
	DESIGN FILE NAME: p09a380.dgn	PLOT DATE: 22-APR-2010
	IPARM FILE NAME: p09a380*12.1	SURVEY DATE: N/A
	SURVEYED BY: N/A	DRAWN BY: WILDER
	SQUAD LEADER: FOWLER	SHEET: 11 OF 11