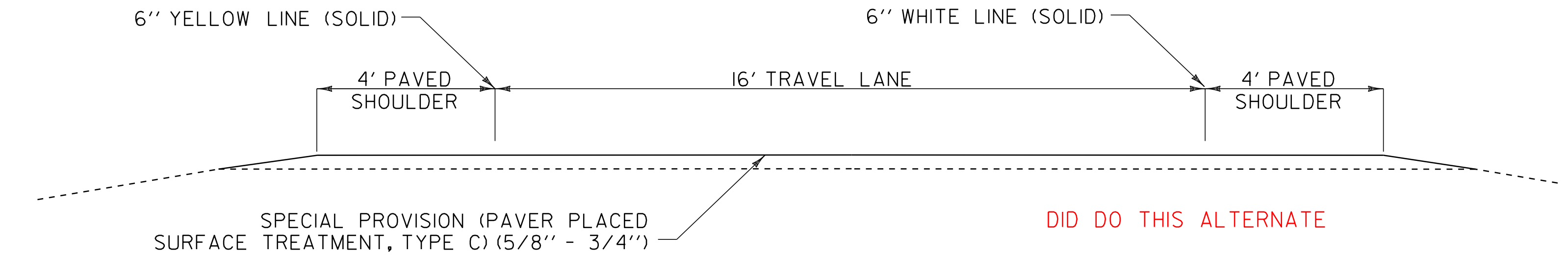
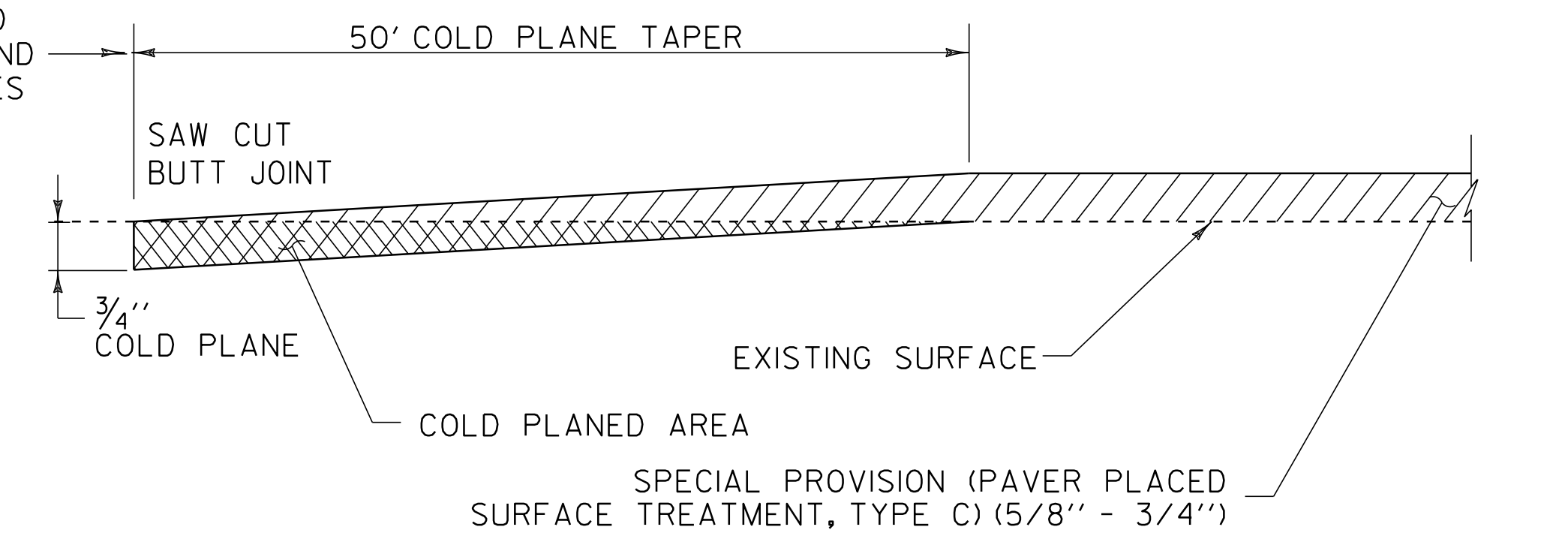


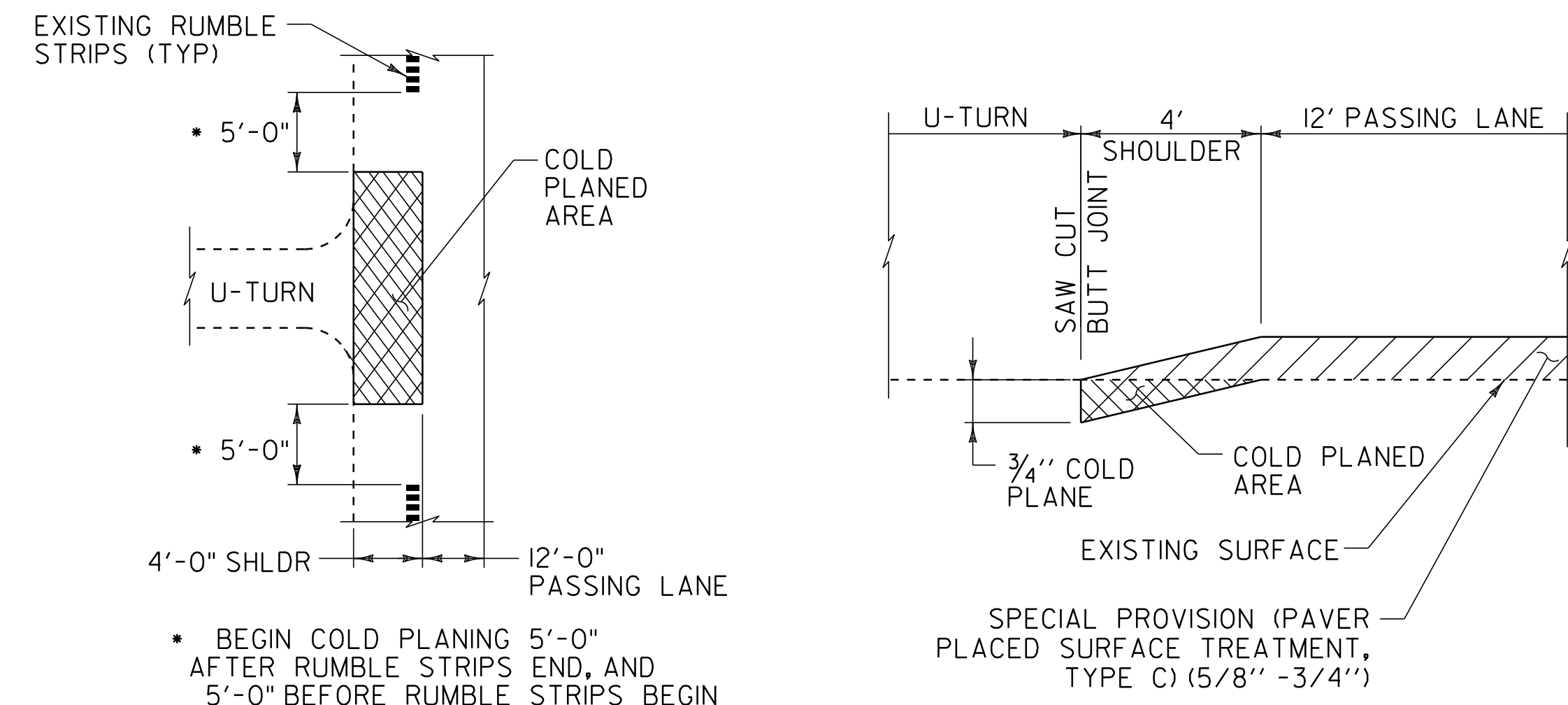
**ROADWAY PROJECT TYPICAL SECTION - ALTERNATE A**  
**I-91 NORTHBOUND LYNDON M.M. 137.149 - BARTON M.M. 156.050**  
 NOT TO SCALE



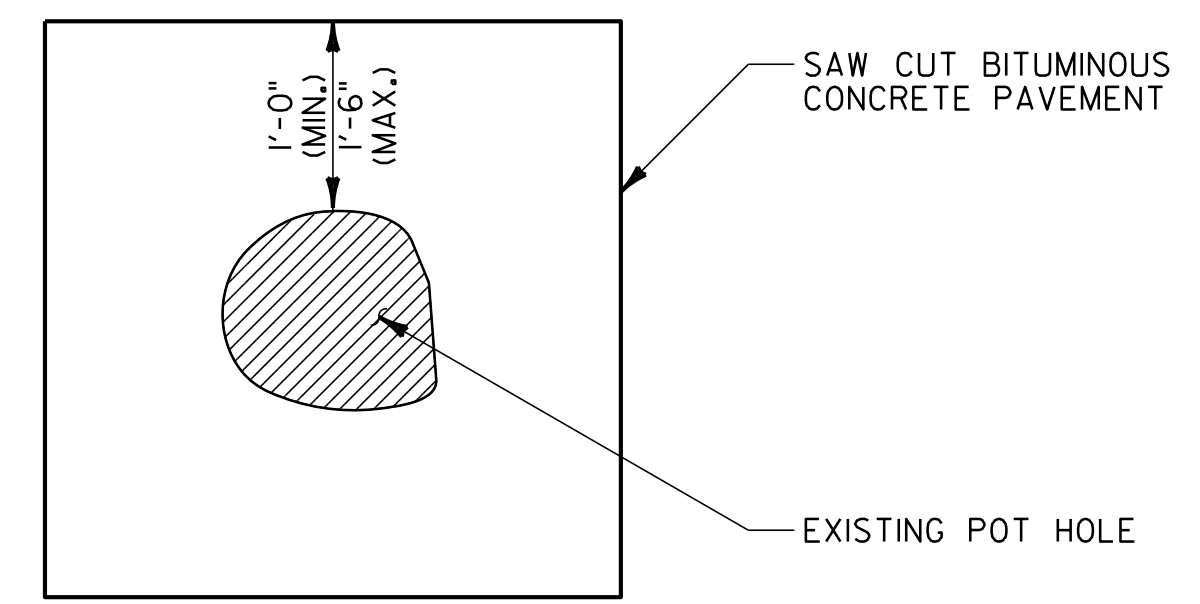
**TYPICAL RAMP SECTION**  
**ALTERNATE A**  
 NOT TO SCALE



**TYPICAL APPROACH AREA DETAIL MAINLINE & RAMPS - ALTERNATE A**  
 NOT TO SCALE



**COLD PLANE DETAIL AT U-TURNS - ALTERNATE A**  
 NOT TO SCALE



**TYPICAL POT HOLE REPAIR**  
 NOT TO SCALE

- NOTES:**
1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK-SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF THE PAVER PLACED SURFACE TREATMENT. ALL CRACKS GREATER THAN 0.10" AND UP TO 1.0" IN WIDTH SHALL BE SEALED 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. THE PATCHING OF ALL CRACKS GREATER THAN 1.0" AND ALL OTHER PATCHING AND POTHOLE REPAIR SHALL BE COMPLETED USING BITUMINOUS CONCRETE PAVEMENT IN ACCORDANCE WITH ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE 1). AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.
  2. EXISTING SHOULDER PAVEMENT SURFACES BEYOND THE LIMITS OF THE PAVER PLACED SURFACE TREATMENT SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS.
  3. FOLLOWING COMPLETION OF COLD PLANING, THE MILLED SURFACE FOR ALL BRIDGES SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, AS DIRECTED BY THE RESIDENT ENGINEER.
  4. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO ANY CRACK SEALING BEING PERFORMED AND PRIOR TO APPLYING THE PAVER PLACED SURFACE TREATMENT. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT.
  5. A 50' COLD PLANED WEDGE SHALL BE CONSTRUCTED AT THE PROJECT BEGIN, PROJECT END, RAMPS, AND AT ALL BRIDGE APPROACHES OR AS DIRECTED BY THE RESIDENT ENGINEER. THE LONGITUDINAL EDGES OF THE SURFACE TREATMENT SHALL BE FEATHERED AS SHOWN ON THE TYPICAL SECTION, OR AS DIRECTED BY THE RESIDENT ENGINEER. ANY SAWCUTTING AT BUTT JOINTS SHALL BE PAID INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT.
  6. IF IT IS DETERMINED IN AREAS ALONG THE BASE OF THE GUARDRAIL THAT 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.
  7. THERE ARE R.W.I.S. SENSORS IN THE PAVEMENT AT M.M. 148,500 THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONTACT MARK GERRISH, FIBER OPTIC PROJECT MANAGER, VTRANS OPERATIONS DIVISION AT 802-828-2834 48 HOURS PRIOR TO BEGINNING ANY WORK IN THIS AREA SO THAT MARK, OR HIS REPRESENTATIVE, CAN REMOVE THESE SENSORS. INSTALLATION OF NEW SENSORS WILL BE PERFORMED BY OTHERS FOLLOWING COMPLETION OF THE PROJECT.

<b>TYPICAL SECTION - ALTERNATE A</b>	PROJECT NAME: LYNDON - BARTON	PLOT DATE: 11-JUN-2012 11:44
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	FILE NAME: I0a120\p10a120.dgn	CHECKED BY: PVMT MGMT
	IPARM FILE NAME: p10a0120+yp1.i	SHEET 2 OF 18