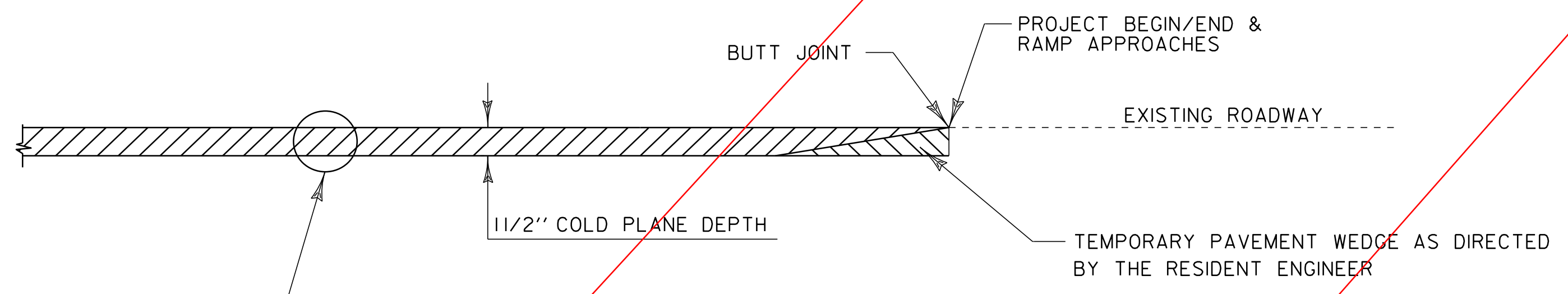
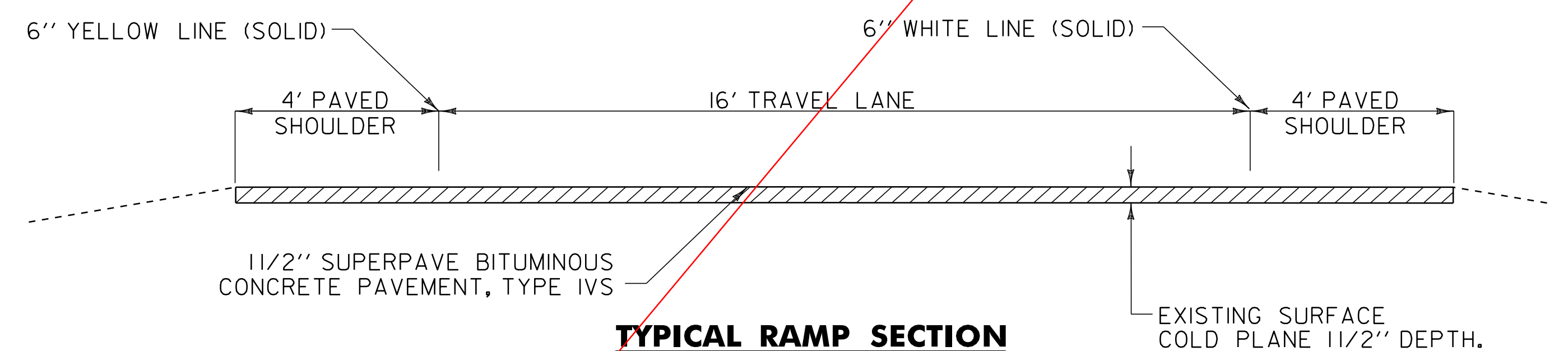


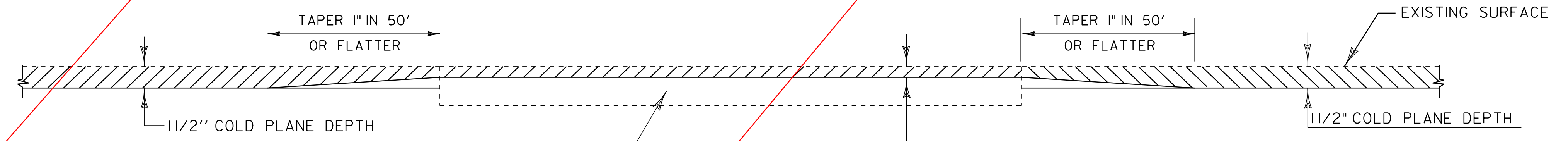
ROADWAY PROJECT TYPICAL SECTION - ALTERNATE B
I - 91 NORTHBOUND LYNDON M.M. 137.149 - BARTON M.M. 156.050
 NOT TO SCALE



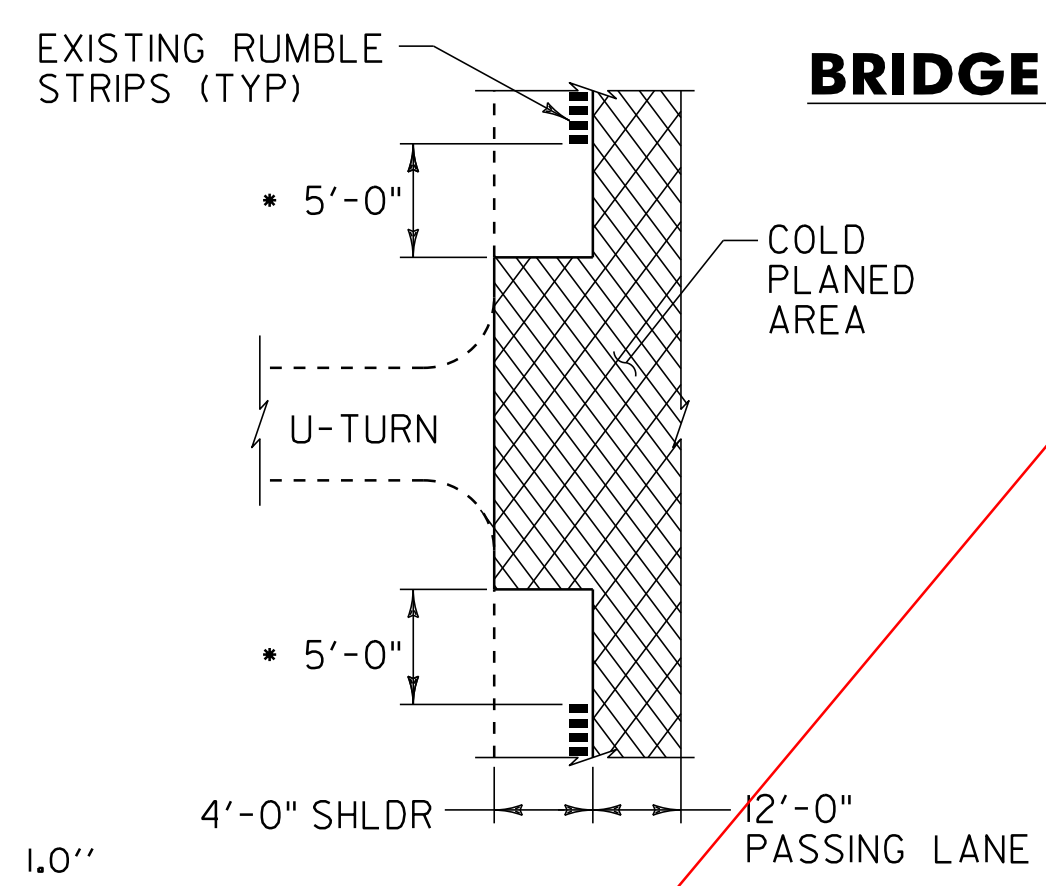
TYPICAL APPROACH AREA DETAIL MAINLINE & RAMPS - ALTERNATE B
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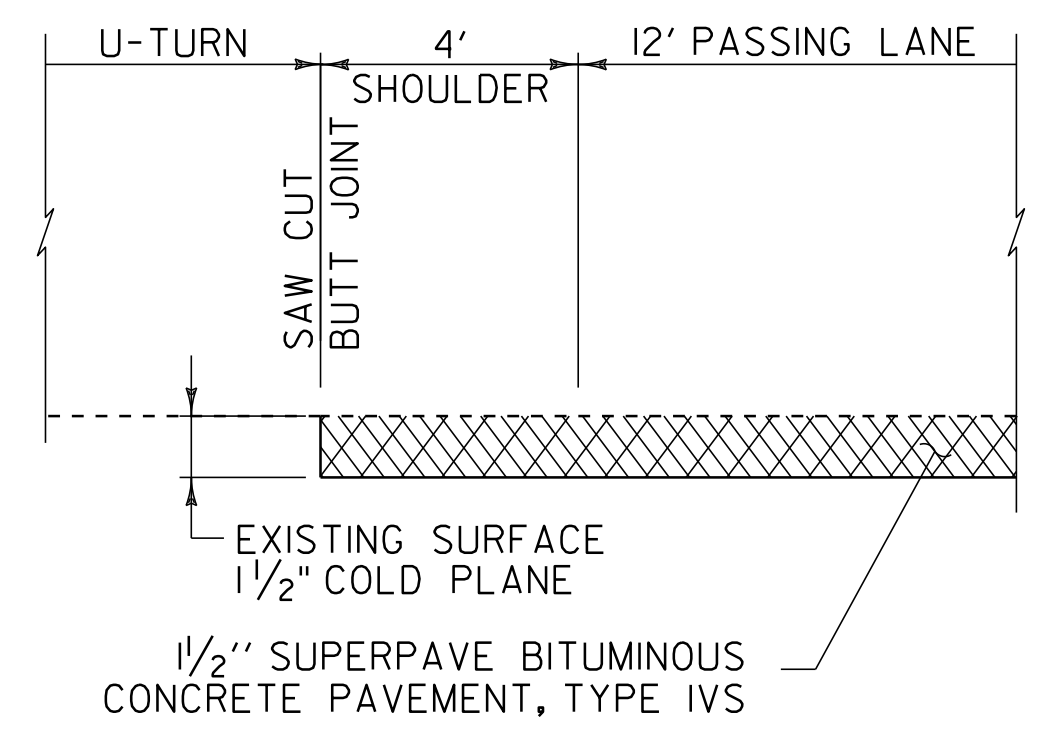
TYPICAL RAMP SECTION
ALTERNATE B
 NOT TO SCALE



BRIDGE COLD PLANE DETAIL - ALTERNATE B
 SEE SHEET 3 FOR LOCATIONS
 NOT TO SCALE



COLD PLANE DETAIL AT U-TURNS - ALTERNATE B
 NOT TO SCALE



TYPICAL POT HOLE REPAIR
 NOT TO SCALE

NOTES

1. THE PAVEMENT WEARING COURSE SHALL BE 80 GYRATION TYPE IVS ON THE ROADWAY AND BRIDGE SURFACES, ITEM 490.30 AS SHOWN ON THE TYPICAL. FOR PG BINDER GRADE SEE SECTION 490 OF THE GENERAL SPECIAL PROVISIONS.
2. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4" (TOTAL PAVEMENT THICKNESS)
3. SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH) SHALL BE APPLIED ON ALL COLD PLANED SURFACES AT A RATE OF 0.080 GAL/SY OR AS DIRECTED BY THE ENGINEER.
4. IN AREAS OF RUTTING THE COLD PLANE DEPTH SHOULD BE MEASURED FROM THE HIGH POINTS OF THE ROADWAY SECTION.
5. COLD PLANING TO BE COMPLETED ACCORDING TO THE TYPICAL OR AS OTHERWISE NOTED ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGIN/END AND AT ALL RAMP APPROACHES AS NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ALL BUTT JOINTS SHALL BE SAW CUT INCIDENTAL TO ITEM 210.10.
6. 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 OR BRIDGE MEMBRANES 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.
7. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POT HOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED FOLLOWING COLD PLANING AND PRIOR TO PAVING. ALL CRACKS GREATER THAN 0.10" AND UP TO 1.0" IN WIDTH SHALL BE SEALED USING THE "BLOW AND GO" METHOD. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE PAID 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 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). ALL BRIDGE DECKS WITHIN THE PROJECT LIMITS SHALL ALSO RECEIVE CRACK SEALING AND RELATED SURFACE PREPARATION PRIOR TO PAVING. AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK. EXISTING SHOULDER PAVEMENT BEYOND THE LIMIT OF PAVING SHALL ALSO RECEIVE CRACK SEALING AND RELATED PATCHING AND POT HOLE REPAIR TREATMENTS.
8. 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 OPERATION 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.

TYPICAL SECTION - ALTERNATE B

PROJECT NAME: LYNDON - BARTON	
PROJECT NUMBER: IM SURF (25)	
FILE NAME: I0a120\p10a120.dgn	PLOT DATE: 11-JUN-2012 11:44
PROJECT LEADER: M. FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: PVMT MGMT
IPARM FILE NAME: p10a0120+yp3.i	SHEET 4 OF 18