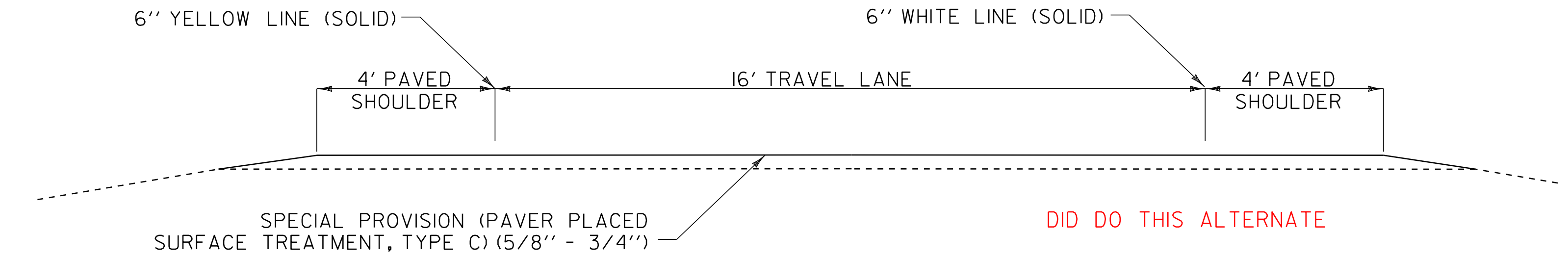
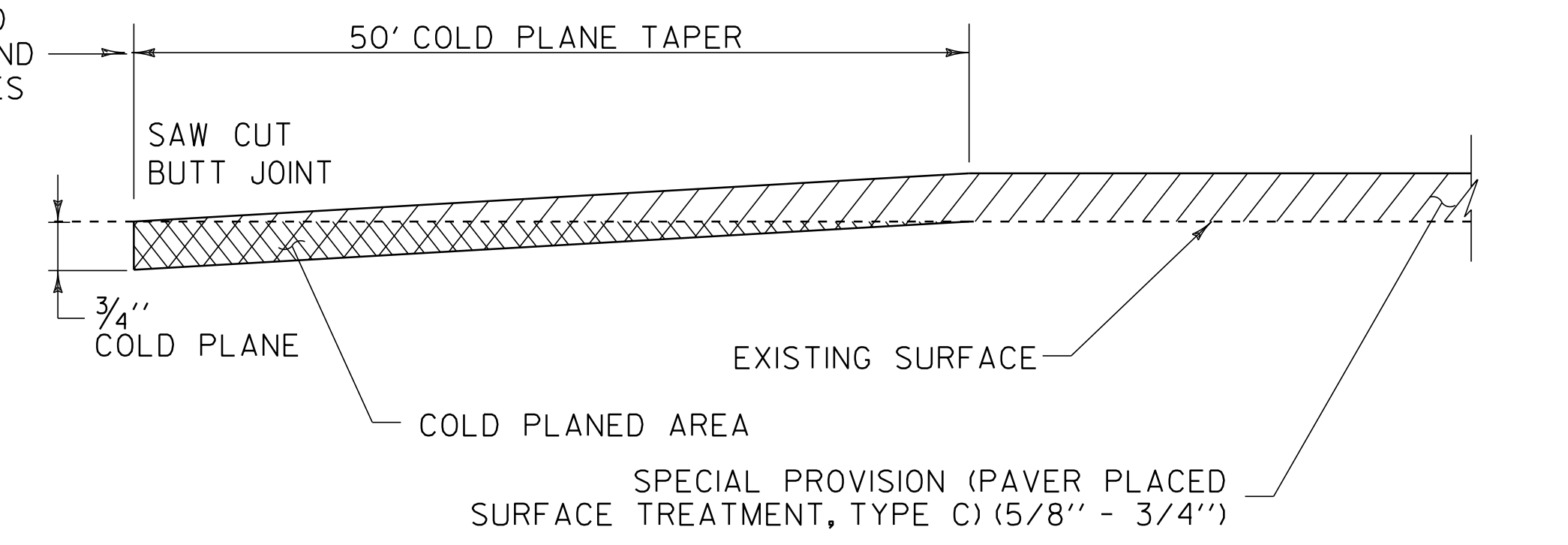


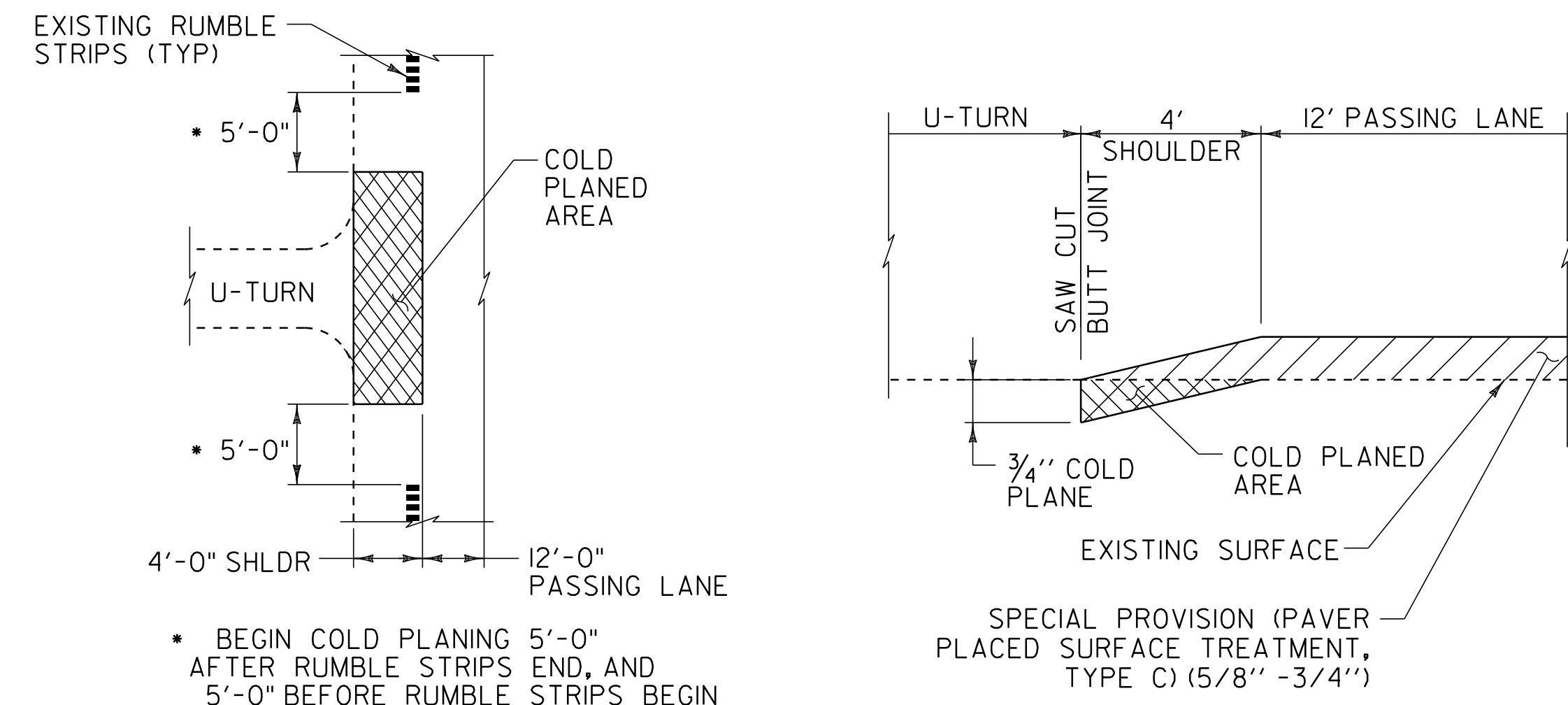
ROADWAY PROJECT TYPICAL SECTION - ALTERNATE A
I-91 NORTHBOUND LYNDON M.M. 137.149 - BARTON M.M. 156.050
 NOT TO SCALE



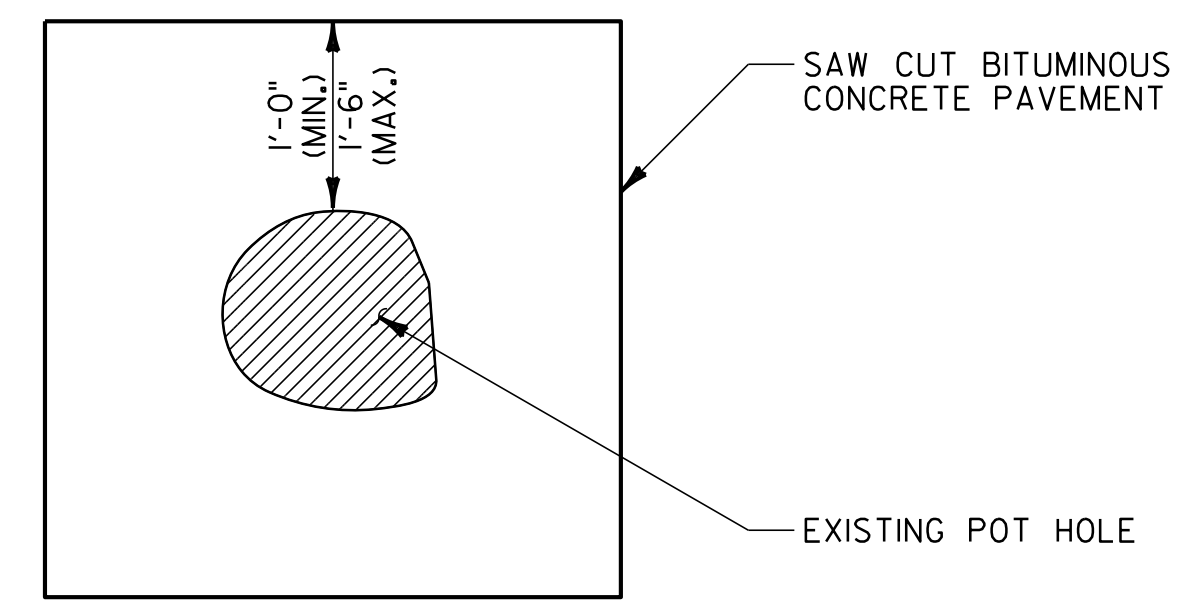
TYPICAL RAMP SECTION
ALTERNATE A
 NOT TO SCALE



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



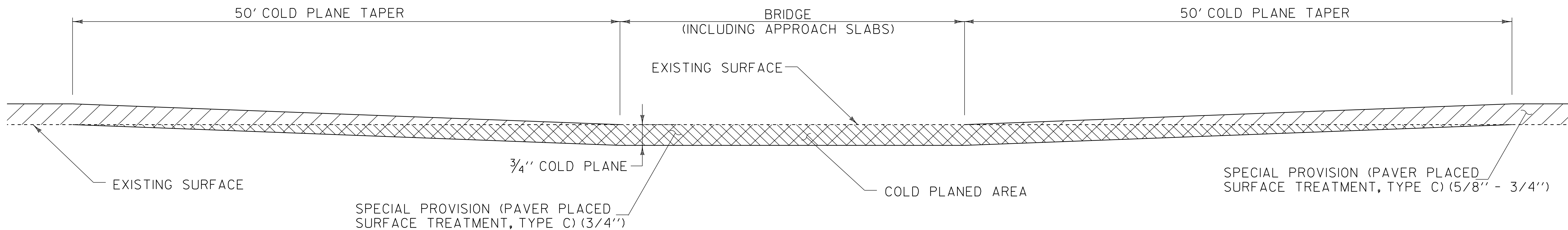
COLD PLANE DETAIL AT U-TURNS - ALTERNATE A
 NOT TO SCALE



TYPICAL POT HOLE REPAIR
 NOT TO SCALE

- NOTES:
1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POT HOLE 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 POT HOLE 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 POT HOLE REPAIR TREATMENTS.
 3. FOLLOWING COMPLETION OF COLD PLANING, THE MILLED SURFACE FOR ALL BRIDGES SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POT HOLE 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 POT HOLE REPAIR TREATMENTS, THIS MATERIAL SHALL BE REMOVED PRIOR TO CRACK-SEALING, PATCHING, AND POT HOLE 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.

TYPICAL SECTION - ALTERNATE A	PROJECT NAME: LYNDON - BARTON	PLOT DATE: 11-JUN-2012 11:44
	PROJECT NUMBER: IM SURF (25)	DRAWN BY: LOCKE
	FILE NAME: I0a120\p10a120.dgn	CHECKED BY: PVMT MGMT
	IPARM FILE NAME: p10a0120+yp1.i	SHEET 2 OF 18



BRIDGE COLD PLANE DETAIL - ALTERNATE A

LOCATIONS

- BRIDGE 95N M.M. 138.776
- BRIDGE 96N M.M. 139.888
- BRIDGE 100N M.M. 145.728
- BRIDGE 102N M.M. 155.974

DID NOT COLD PLANE BRIDGE 100N AS IT WAS INCLUDED IN A MEMBRANE PROJECT FOR THE FOLLOWING YEAR.

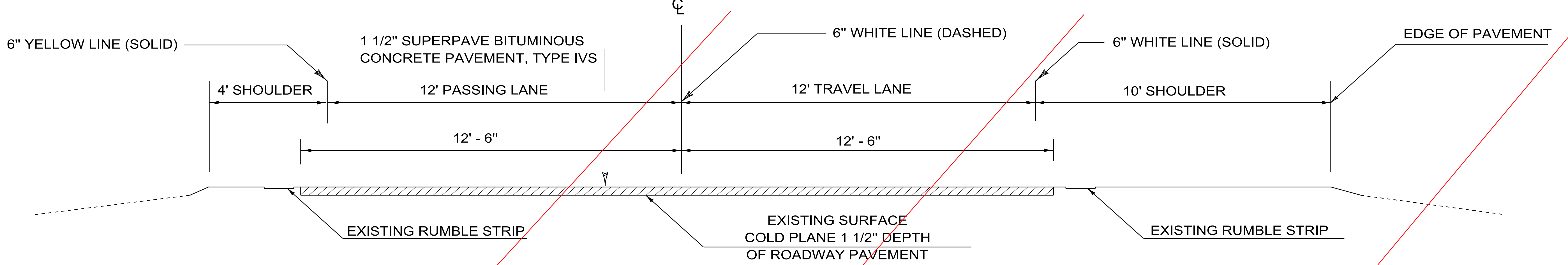
NOTES:

1. BRIDGE 95N
 - 2 +/- INCHES OF EXISTING PAVEMENT
 - HAS MEMBRANE
 - AT GRADE APPROACH SLABS
 - INSTALL PLUG JOINTS AT BOTH ABUTMENTS
2. BRIDGE 96N
 - 2 +/- INCHES OF EXISTING PAVEMENT
 - HAS MEMBRANE
 - AT GRADE APPROACH SLABS
 - FINGER JOINT AT PIER, NO JOINTS REQUIRED AT END OF BRIDGE
3. BRIDGE 97N
 - NO WORK REQUIRED
4. BRIDGE 100N
 - 2 +/- INCHES OF EXISTING PAVEMENT
 - HAS MEMBRANE
 - AT GRADE APPROACH SLABS
 - INSTALL PLUG JOINTS AT BOTH ABUTMENTS
5. BRIDGE 102N
 - 2 +/- INCHES OF EXISTING PAVEMENT
 - HAS MEMBRANE
 - AT GRADE APPROACH SLABS
 - INSTALL PLUG JOINT AT SECOND ABUTMENT, FIRST HAS A FINGER JOINT

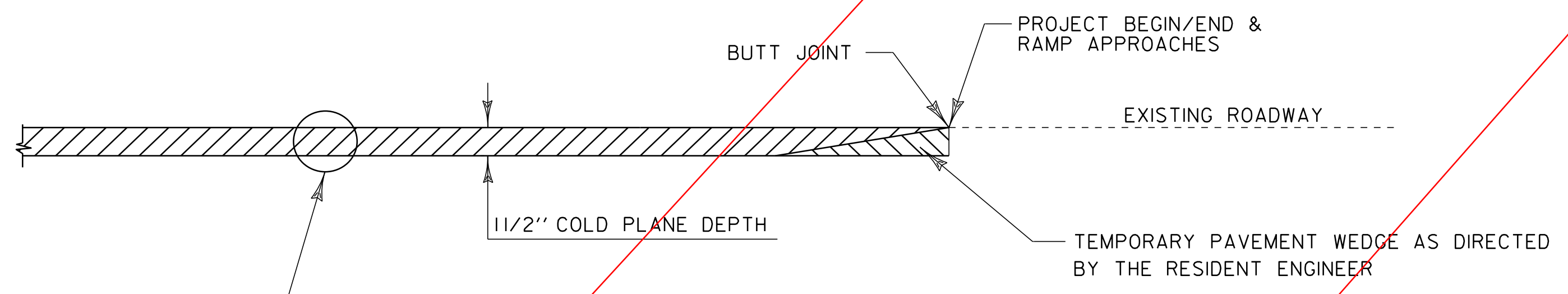
**BRIDGE
COLD PLANE
DETAIL -
ALTERNATE A**

PROJECT NAME: LYNDON - BARTON
PROJECT NUMBER: IM SURF (25)

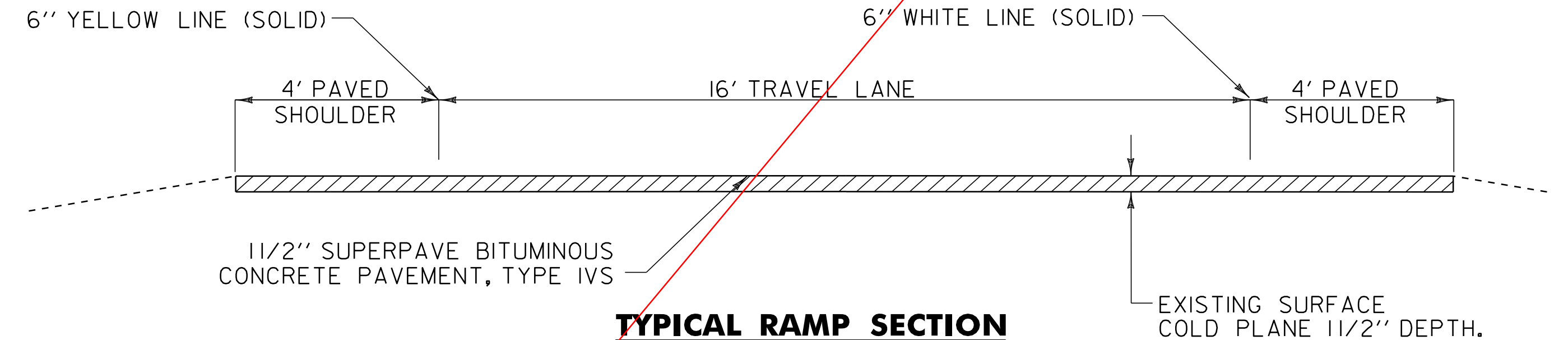
FILE NAME: I0aI20\pI0aI20.dgn PLOT DATE: 11-JUN-2012 11:44
PROJECT LEADER: M. FOWLER DRAWN BY: LOCKE
DESIGNED BY: LOCKE CHECKED BY: PVMT MGMT
IPARM FILE NAME: pI0a0I20+yp2.i SHEET 3 OF 18



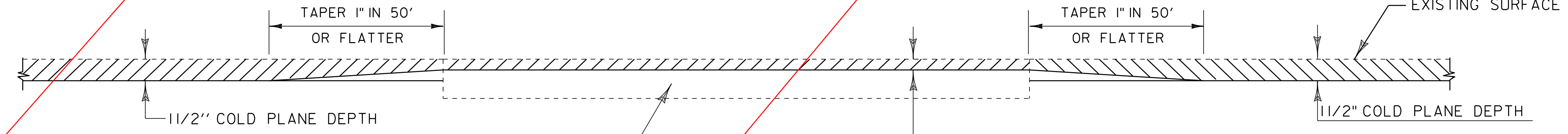
ROADWAY PROJECT TYPICAL SECTION - ALTERNATE B
I - 91 NORTHBOUND LYNDON M.M. 137.149 - BARTON M.M. 156.050
 NOT TO SCALE



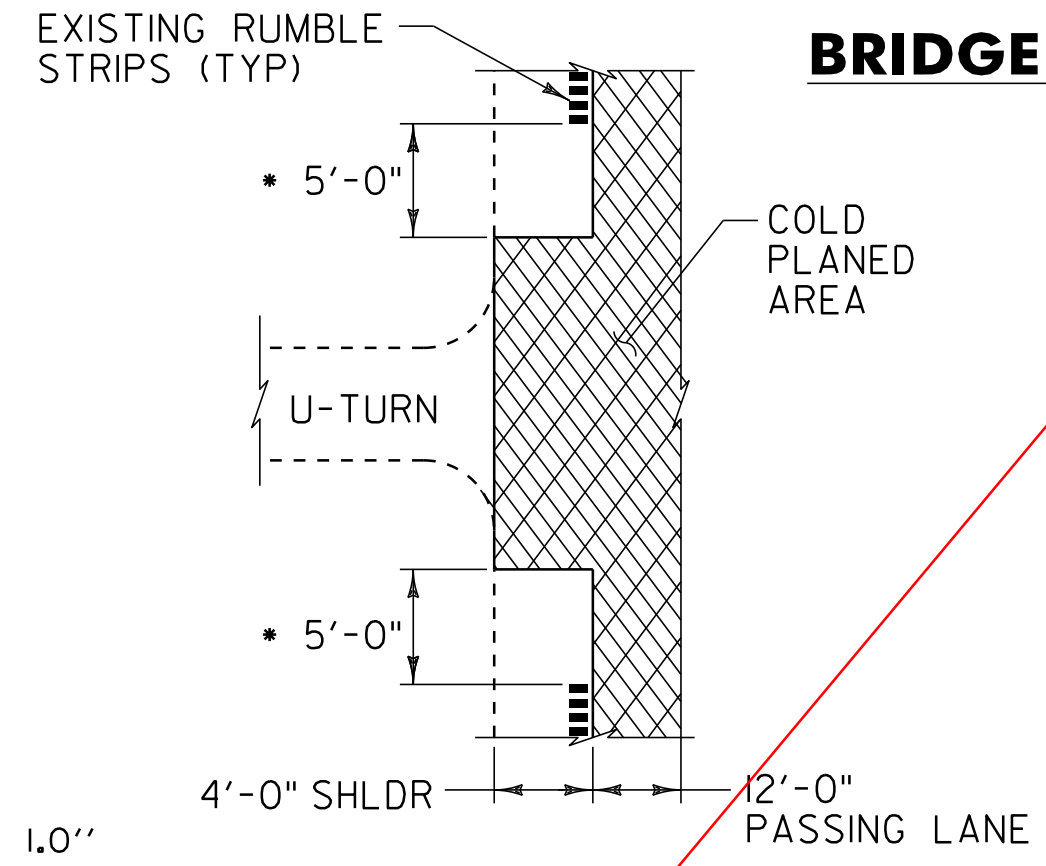
TYPICAL APPROACH AREA DETAIL MAINLINE & RAMPS - ALTERNATE B
 NOT TO SCALE



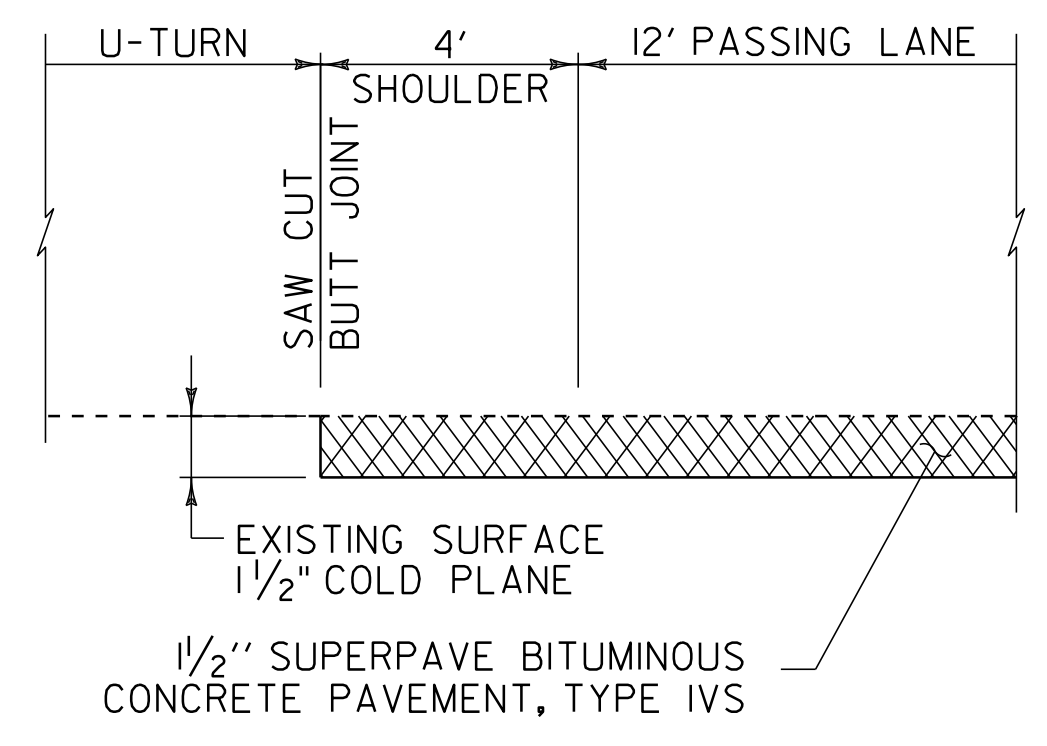
TYPICAL RAMP SECTION
ALTERNATE B
 NOT TO SCALE



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

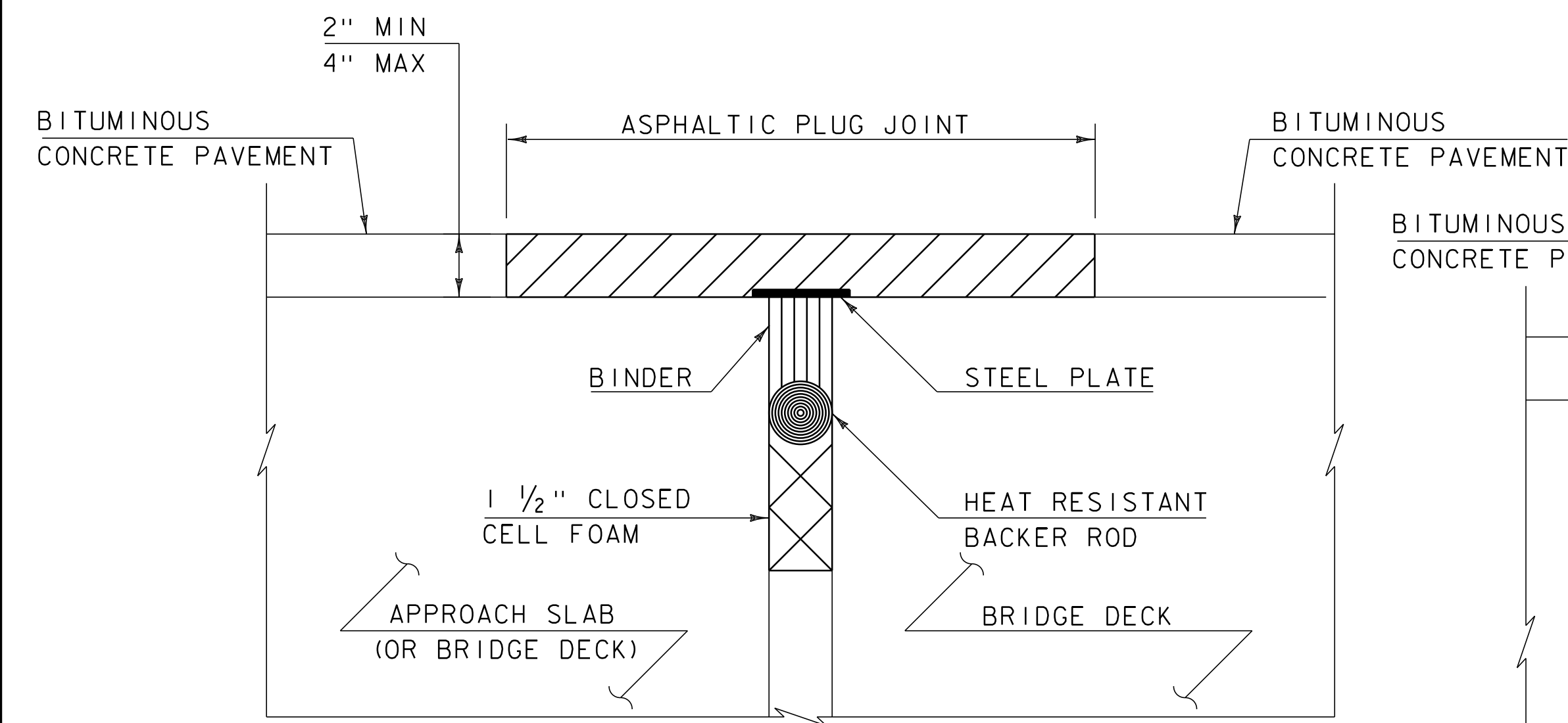
ASPHALTIC PLUG JOINT NOTES

I. INSTALLATION

- A. LOCATE THE JOINT CENTRALLY OVER THE DECK OVERLAY EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.
- B. 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.
- C. BLAST CLEAN THE JOINT AREA OF DEBRIS, ASPHALT AND SHEET MEMBRANE. THOROUGHLY DRY THE JOINT AREA WITH COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.
- D. REPAIR SPALLED AND DEFECTIVE CONCRETE WITH AN APPROVED MATERIAL AS AGREED UPON BY THE ENGINEER.
- E. PLACE PROPERLY SIZED HEAT RESISTANT BACKER ROD IN THE MOVEMENT GAP ALLOWING FOR 1" +/- OF BINDER ABOVE THE ROD.
- F. HEAT AND PLACE THE BINDER MATERIAL AS RECOMMENDED BY THE MANUFACTURER.
- G. 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.
- H. HEAT AND MIX THE BINDER MATERIAL AND AGGREGATE AS RECOMMENDED BY THE MANUFACTURER.
- I. INSTALLATION OF MATERIAL, COMPACTION, AND TOP COATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
- J. IMMEDIATELY AFTER TOP COATING, CAST AN ANTI-SKID MATERIAL OVER THE JOINT TO REDUCE THE RISK OF TRACKING.
- K. ONCE THE JOINT REACHES 82 DEG C (180 DEG F) +/-, WATER MAYBE USED TO EXPEDITE THE COOLING PROCESS.
- L. PROTECT JOINT FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 51 DEG C (125 DEG F) +/-.

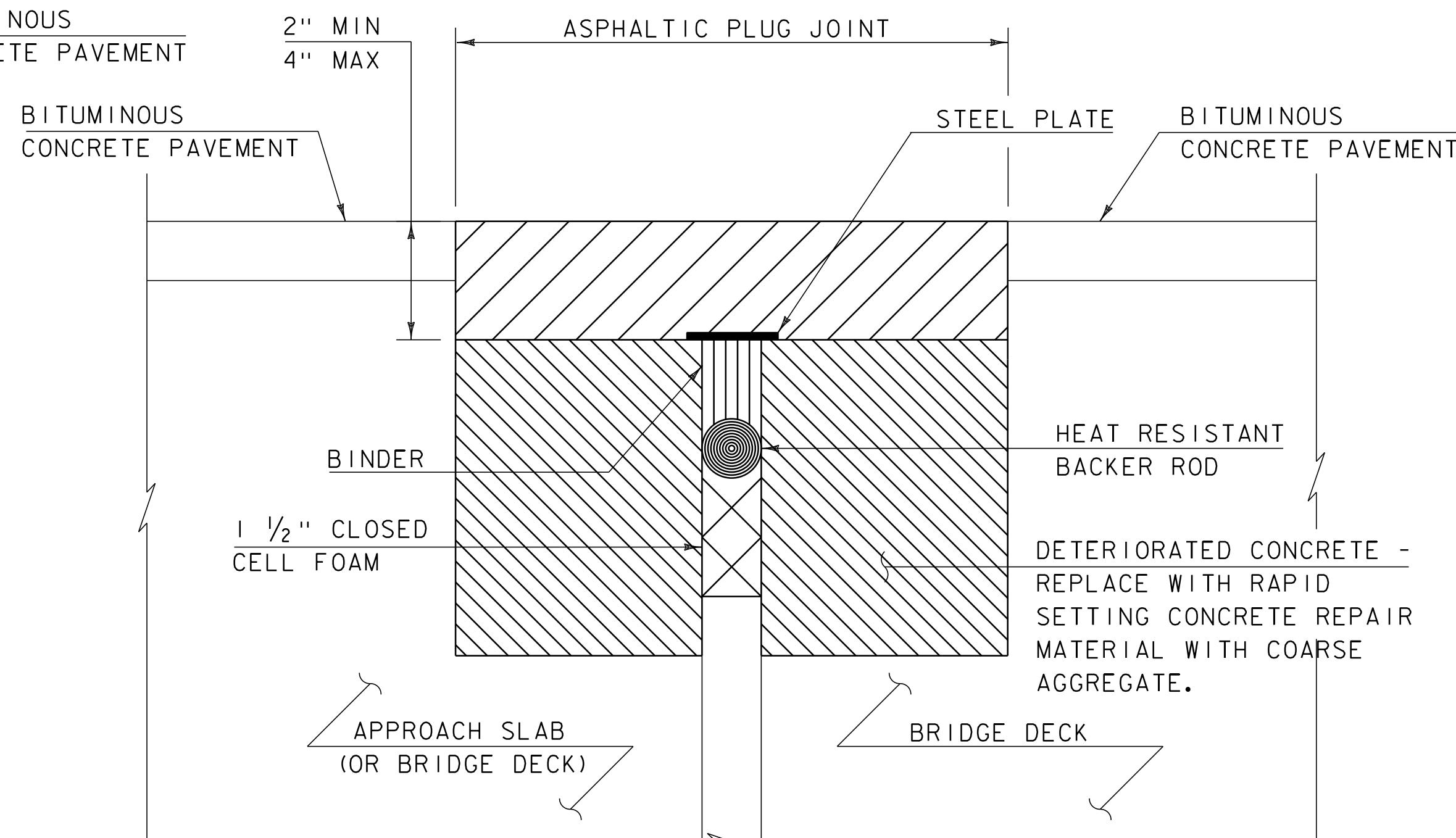
2. WEATHER LIMITATIONS. (APPLY BINDER MATERIAL ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL OR AS RECOMMENDED BY THE MANUFACTURER):

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



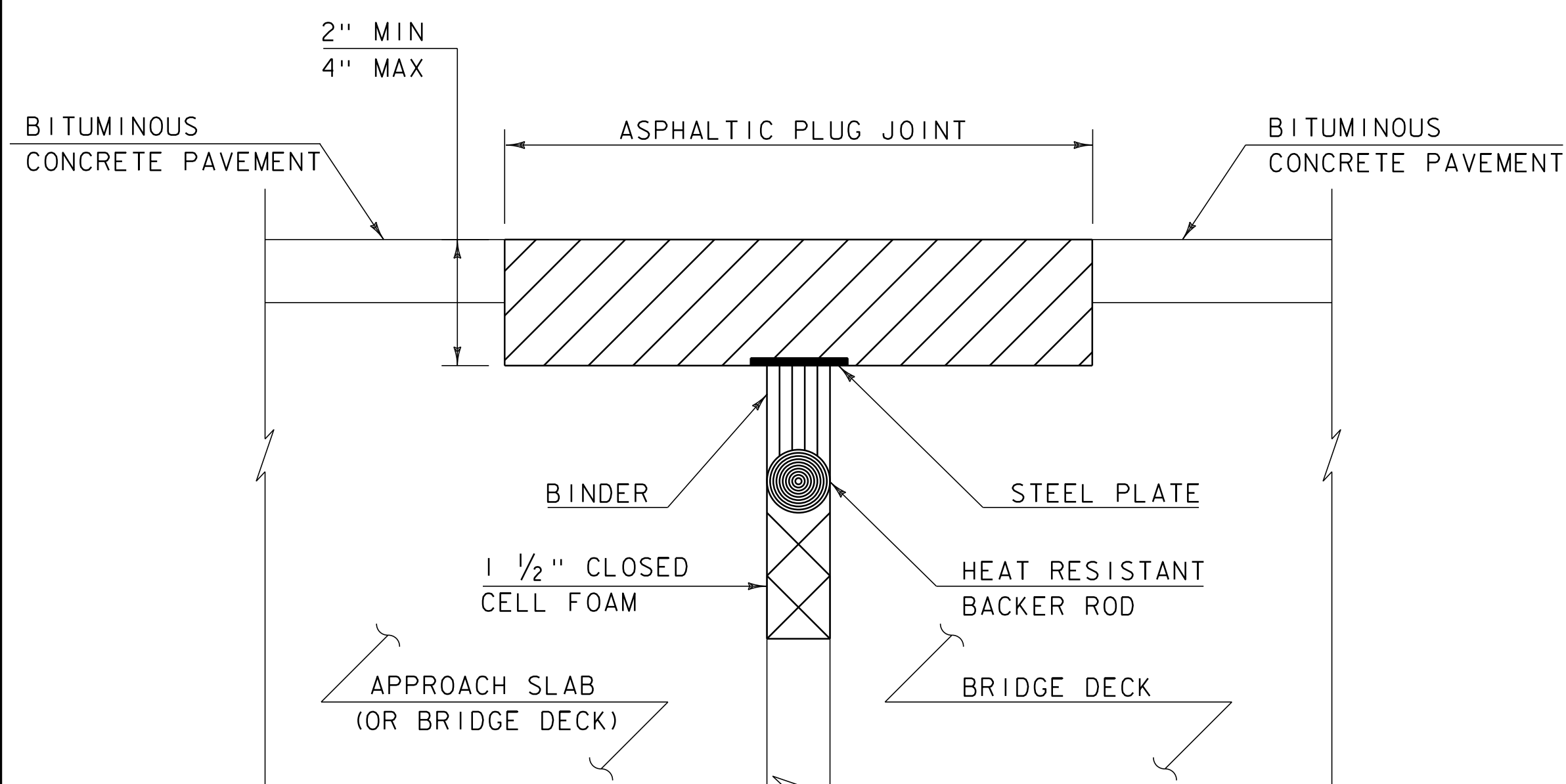
ASPHALTIC PLUG-TYPE JOINT DETAIL

(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:

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

LOCATIONS

BRIDGE 95N MM 138.762	39 FT
BRIDGE 95N MM 138.790	39 FT
BRIDGE 100N MM 145.699	39 FT
BRIDGE 100N MM 145.732	39 FT
BRIDGE 102N MM 155.992	39 FT

> DID NOT DO BRIDGE 100
SEE SHEET 3

NOTES:

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 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

ASPHALTIC PLUG JOINT DETAIL SHEET

PROJECT NAME: LYNDON - BARTON
PROJECT NUMBER: IM SURF(25)

FILE NAME: pl0al20.dgn
PROJECT LEADER: M. FOWLER
DESIGNED BY: KML
PLOT FILE: pl0al20apjd.i

PLOT DATE: 11-JUN-2012 11:44
DRAWN BY: KML
CHECKED BY: KML
SHEET 5 OF 18

QUANTITY SHEET 2

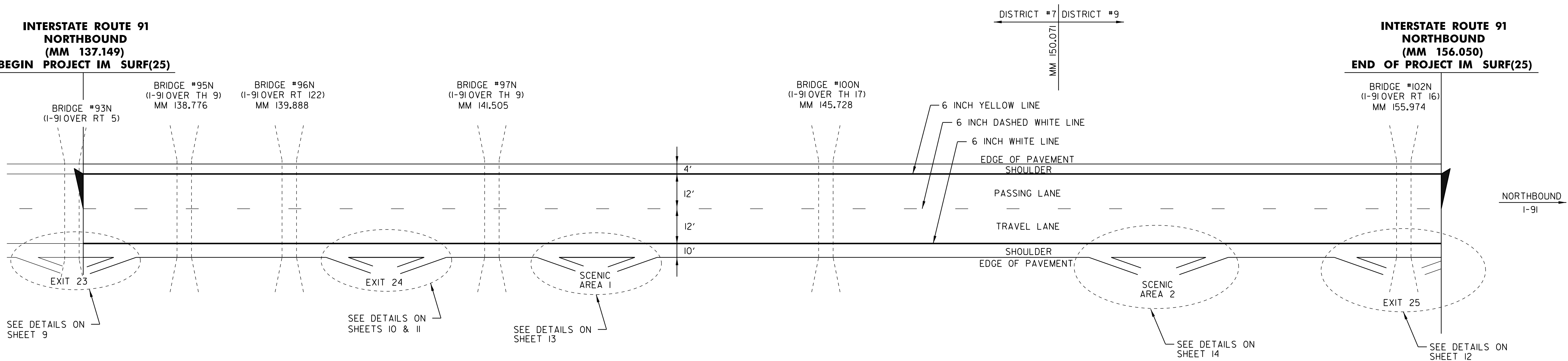
SUMMARY OF ESTIMATED QUANTITIES								
	BRIDGE	ROADWAY	FULL C.E.	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
						BEGIN ALTERNATE A		
		5,750		5,750	SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	100
		10,000		10,000	LB	BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD (AASHTO M 324 (ASTM D 6690) TYPE II)	417.20	EST
		127,000		127,000	SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85	307
		328,000		328,000	SY	SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C)	900.675	599
		15		15	TON	SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I)	900.680	EST
						END ALTERNATE A		
						BEGIN ALTERNATE B		
		305,500		305,500	SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	276
		70,000		70,000	LB	BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD (AASHTO M 324 (ASTM D 6690) TYPE II)	417.20	EST
		27,000		27,000	TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	294
		1		1	LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-
		1		1	LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	490.32	-
		5		5	TON	SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I)	900.680	EST
		2,035		2,035	CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT CRS-IH OR CRS-IH)	900.683	3.2
						END ALTERNATE B		
						DID NOT DO ALTERNATE B		

DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS
		ALTERNATE A
		COLD PLANING, BITUMINOUS PAVEMENT
212	SY	BEGIN PROJECT
212	SY	END PROJECT
936	SY	BRIDGE 95N
1,435	SY	BRIDGE 96N
992	SY	BRIDGE 100N
741	SY	BRIDGE 102N
142	SY	EXIT 23 RAMP D
245	SY	EXIT 24 RAMP C & D
139	SY	EXIT 25 RAMP A
128	SY	SCENIC AREA 1 EXIT LANE
156	SY	SCENIC AREA 1 ENTRANCE LANE
156	SY	SCENIC AREA 2 EXIT LANE
156	SY	SCENIC AREA 2 ENTRANCE LANE
100	SY	ROUNDING
5,750	SY	TOTAL
		SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C)
298,835	SY	MAINLINE
7,782	SY	EXIT 23 RAMP D
4,223	SY	EXIT 24 RAMP C
7,185	SY	EXIT 24 RAMP D
3,844	SY	EXIT 25 RAMP A
972	SY	SCENIC AREA 1 EXIT LANE
2,481	SY	SCENIC AREA 1 ENTRANCE LANE
979	SY	SCENIC AREA 2 EXIT LANE
1,100	SY	SCENIC AREA 2 ENTRANCE LANE
599	SY	ROUNDING
328,000	SY	TOTAL
		DID DO ALTERNATE A

DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS
		ALTERNATE B
		COLD PLANING, BITUMINOUS PAVEMENT
276,658	SY	MAINLINE
7,782	SY	EXIT 23 RAMP D
4,223	SY	EXIT 24 RAMP C
7,185	SY	EXIT 24 RAMP D
3,844	SY	EXIT 25 RAMP A
3,453	SY	SCENIC AREA 1 EXIT & ENTRANCE LANES
2,079	SY	SCENIC AREA 2 EXIT & ENTRANCE LANES
276	SY	ROUNDING
305,500	SY	TOTAL
		SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (TYPE IVS)
24,206.50	TON	MAINLINE
681	TON	EXIT 23 RAMP D
369.50	TON	EXIT 24 RAMP C
629	TON	EXIT 24 RAMP D
336	TON	EXIT 25 RAMP A
302	TON	SCENIC AREA 1 EXIT & ENTRANCE LANES
182	TON	SCENIC AREA 2 EXIT & ENTRANCE LANES
294	TON	ROUNDING
27,000	TON	TOTAL

**INTERSTATE ROUTE 91
NORTHBOUND
(MM 137.149)
BEGIN PROJECT IM SURF(25)**

**INTERSTATE ROUTE 91
NORTHBOUND
(MM 156.050)
END OF PROJECT IM SURF(25)**



SEE DETAILS ON SHEET 9

SEE DETAILS ON SHEETS 10 & 11

SEE DETAILS ON SHEET 13

SEE DETAILS ON SHEET 14

SEE DETAILS ON SHEET 12

- 646.622 TEMPORARY 6" WHITE LINE, PAINT
M. M. 137.149 - M. M. 156.050 NB (SOLID RT)
M. M. 137.149 - M. M. 156.050 NB (DASH)
- 646.632 TEMPORARY 6" YELLOW LINE, PAINT
M. M. 137.149 - M. M. 156.050 NB (SOLID LT)
- 646.214 6 INCH WHITE LINE
M. M. 137.149 - M. M. 156.050 NB (SOLID RT)
M. M. 137.149 - M. M. 156.050 NB (DASH)
- 646.215 6 INCH YELLOW LINE
M. M. 137.149 - M. M. 156.050 NB (SOLID LT)

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. 14, 2011.

PAVEMENT MARKING DETAIL SHEET MAINLINE	PROJECT NAME:	LYNDON - BARTON
	PROJECT NUMBER:	IM SURF (25)
	FILE NAME: p10a120.dgn	PLOT DATE: 11-JUN-2012 11:44
	PROJECT LEADER: M. FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	IPARM FILE NAME: p10a120pmd1.i	SHEET 8 OF 18

646.622 TEMPORARY 6 INCH WHITE LINE, PAINT

EXIT 23
NORTHBOUND ON RAMP "D" SOLID RT EDGE LINE
NORTHBOUND ON RAMP "D" DOTTED LANE LINE

646.632 TEMPORARY 6 INCH YELLOW LINE, PAINT

EXIT 23
NORTHBOUND ON RAMP "D" SOLID LT EDGE LINE

646.662 TEMPORARY 12 INCH WHITE LINE, PAINT

EXIT 23
NORTHBOUND ON RAMP "D" SOLID LT GORE AREA

646.214 6 INCH WHITE LINE

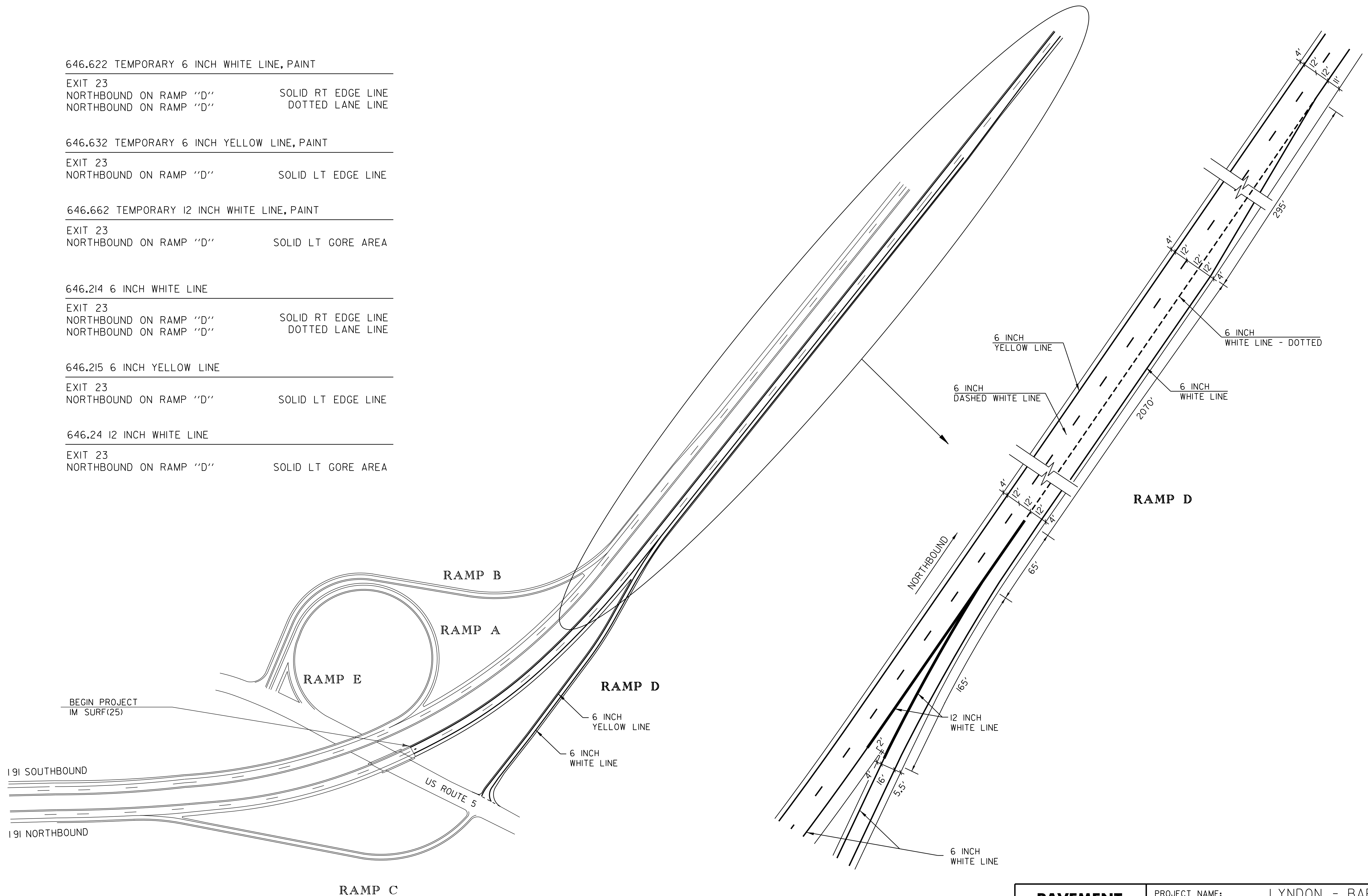
EXIT 23
NORTHBOUND ON RAMP "D" SOLID RT EDGE LINE
NORTHBOUND ON RAMP "D" DOTTED LANE LINE

646.215 6 INCH YELLOW LINE

EXIT 23
NORTHBOUND ON RAMP "D" SOLID LT EDGE LINE

646.24 12 INCH WHITE LINE

EXIT 23
NORTHBOUND ON RAMP "D" SOLID LT GORE AREA



NOTES:

I. 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. 14, 2011.

PAVEMENT MARKING DETAIL SHEET EXIT 23	PROJECT NAME:	LYNDON - BARTON
	PROJECT NUMBER:	IM SURF (25)
	FILE NAME: pi0a120.dgn	PLOT DATE: 11-JUN-2012 11:44
	PROJECT LEADER: M. FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	IPARM FILE NAME: pi0a120pmd2.i	SHEET 9 OF 18

646.214 6 INCH WHITE LINE
 646.622 TEMPORARY 6 INCH WHITE LINE, PAINT

EXIT 24
 NORTHBOUND OFF RAMP "C" SOLID RT EDGE LINE
 NORTHBOUND OFF RAMP "C" DOTTED LANE LINE
 NORTHBOUND ON RAMP "D" SOLID RT EDGE LINE
 NORTHBOUND ON RAMP "D" DOTTED LANE LINE

646.215 6 INCH YELLOW LINE
 646.632 TEMPORARY 6 INCH YELLOW LINE, PAINT

EXIT 24
 NORTHBOUND OFF RAMP "C" SOLID LT EDGE LINE
 NORTHBOUND ON RAMP "D" SOLID LT EDGE LINE

646.24 12 INCH WHITE LINE
 646.662 TEMPORARY 12 INCH WHITE LINE, PAINT

EXIT 24
 NORTHBOUND OFF RAMP "C" SOLID LT GORE AREA
 NORTHBOUND ON RAMP "D" SOLID LT GORE AREA

646.25 12 INCH YELLOW LINE
 646.672 TEMPORARY 12 INCH YELLOW LINE, PAINT

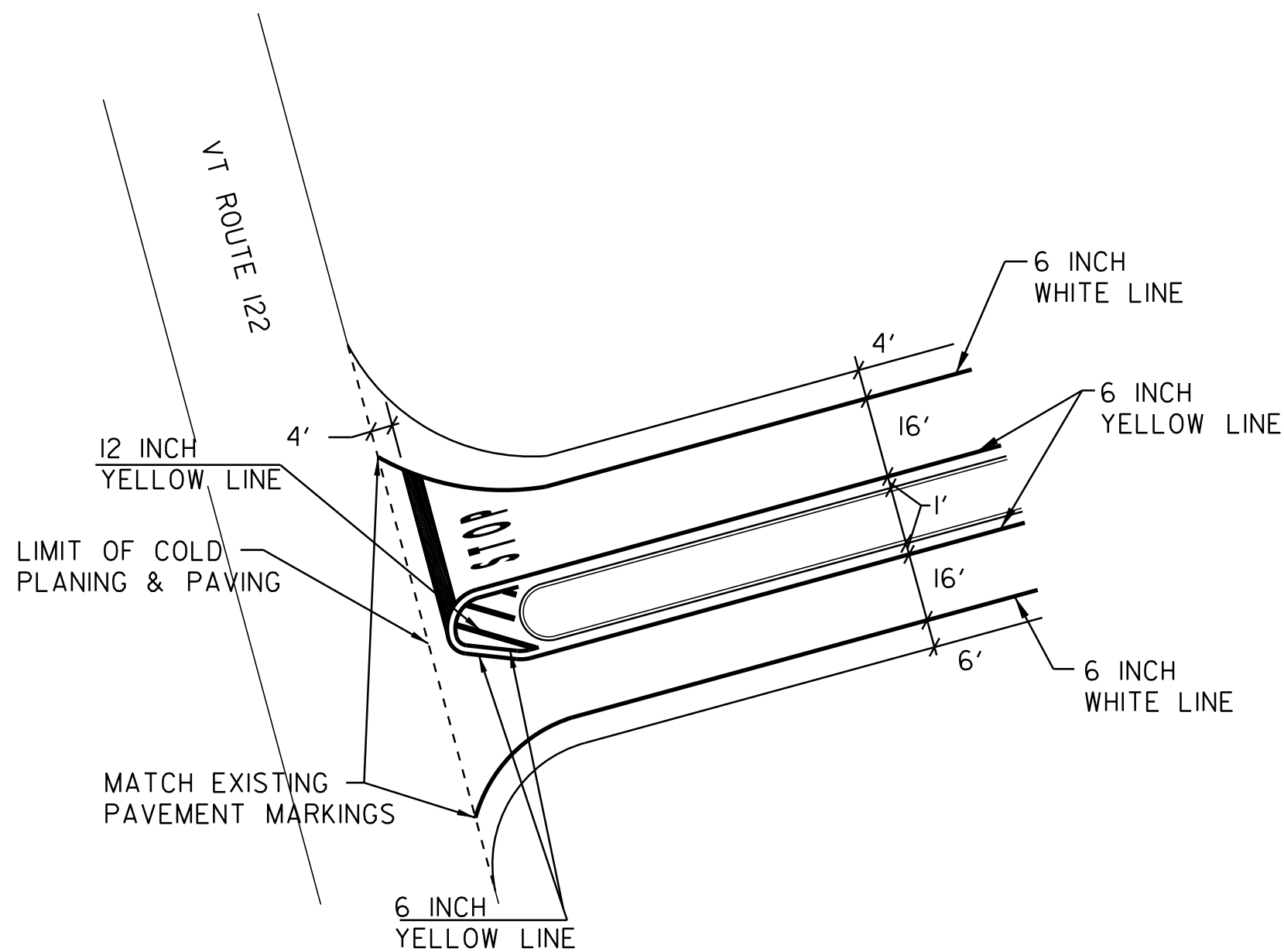
EXIT 24
 NORTHBOUND OFF RAMP "C" @ VT RTE I22 SOLID LT

646.30 LETTER OR SYMBOL
 646.692 TEMPORARY LETTER OR SYMBOL, PAINT

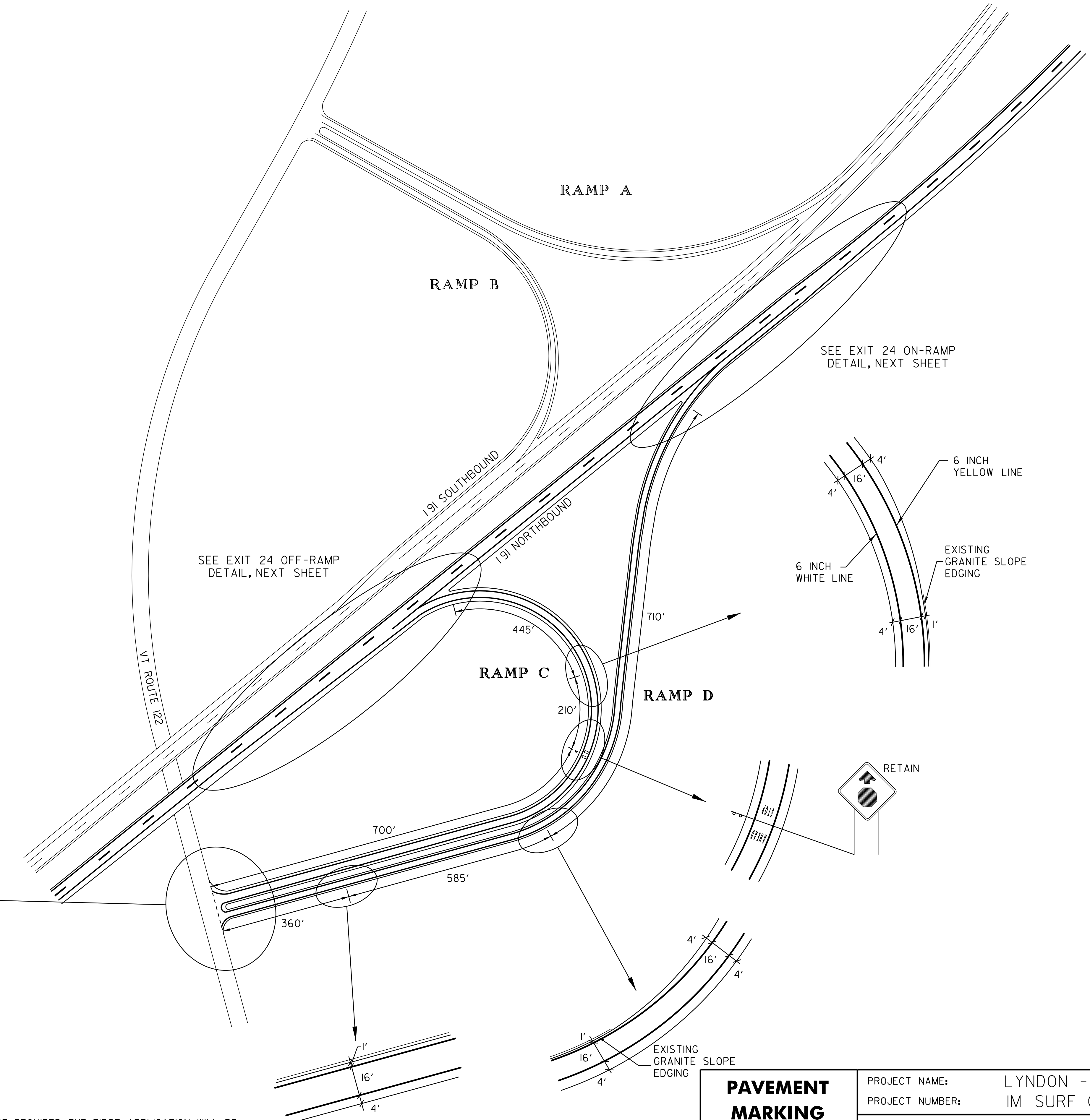
EXIT 24
 NORTHBOUND OFF RAMP "C" "STOP AHEAD"
 NORTHBOUND OFF RAMP "C" @ VT RTE I22 "STOP"
 NORTHBOUND OFF RAMP "C" →

646.26 24 INCH STOP BAR
 646.682 TEMPORARY 24 INCH STOP BAR, PAINT

EXIT 24
 NORTHBOUND OFF RAMP "C" @ VT RTE I22

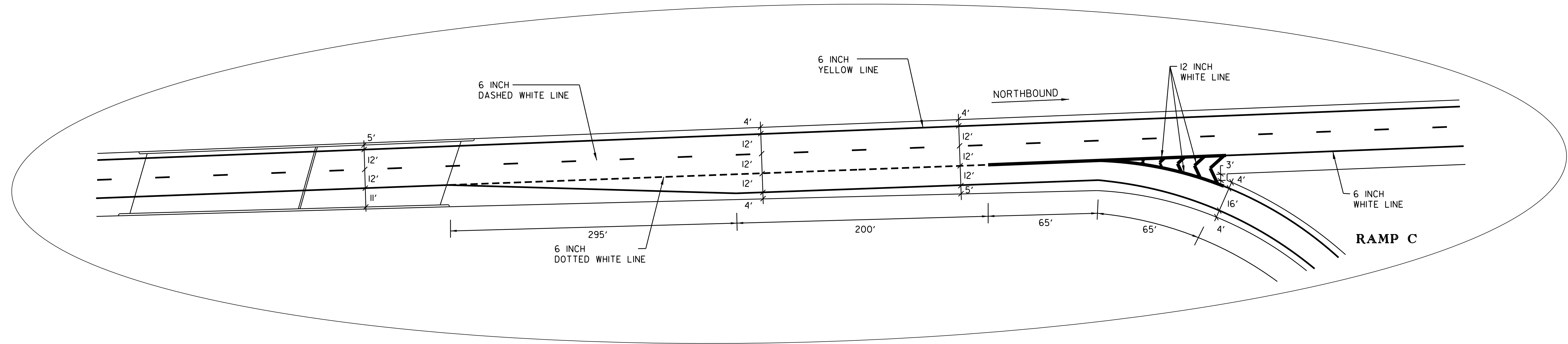


NOTES:
 1. TWO (2) APPLICATIONS OF FINAL PAVEMENT MARKINGS WILL BE REQUIRED. THE FIRST APPLICATION WILL BE IMMEDIATELY FOLLOWING PLACEMENT OF THE SURFACE TREATMENT. THE SECOND AND FINAL APPLICATION WILL BE APPLIED NO SOONER THAN 14 CALENDER DAYS AFTER THE FIRST APPLICATION, AND NO LATER THAN OCT. 14, 2011.

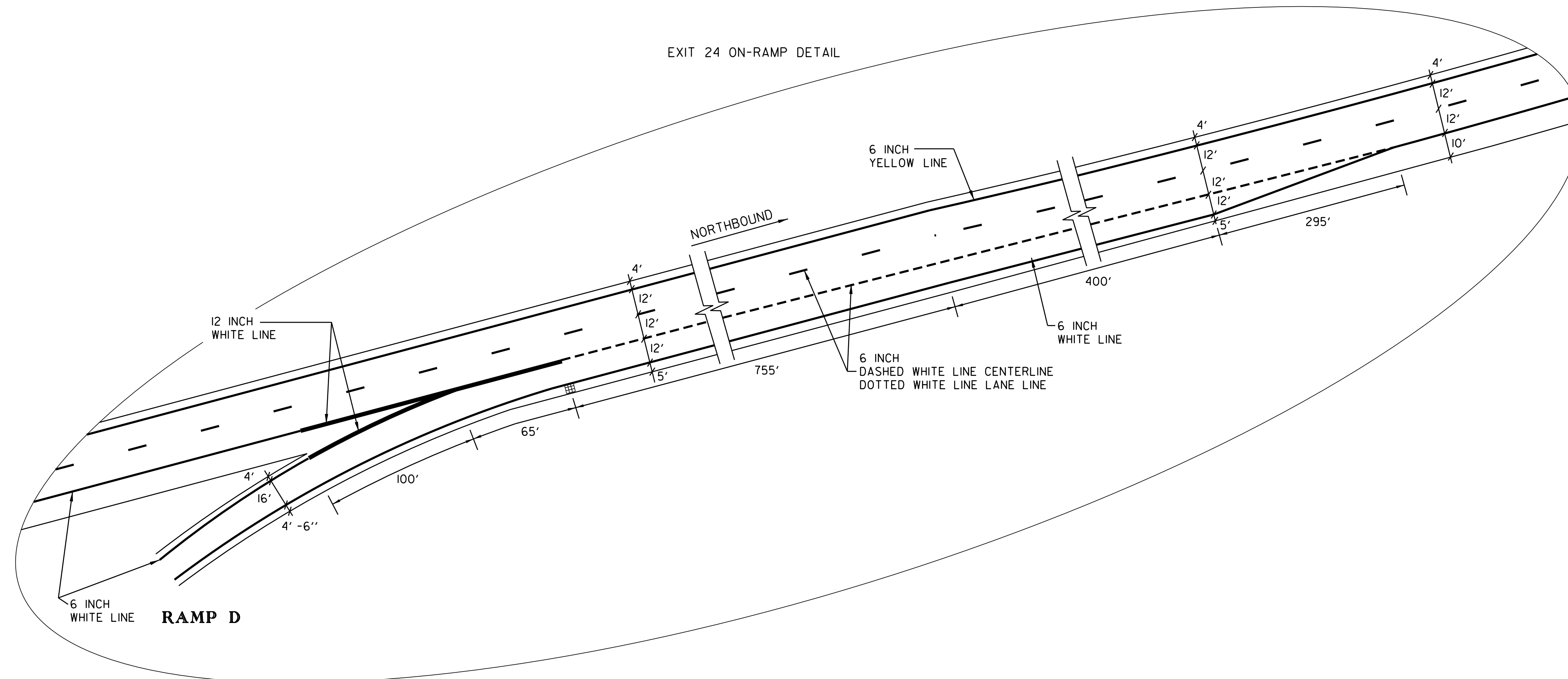


PAVEMENT MARKING DETAIL SHEET 1 EXIT 24	PROJECT NAME:	LYNDON - BARTON
	PROJECT NUMBER:	IM SURF (25)
	FILE NAME: pi0a120.dgn	PLOT DATE: 11-JUN-2012 11:44
	PROJECT LEADER: M. FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT	
IPARM FILE NAME: pi0a120pmd3.i	SHEET 10 OF 18	

EXIT 24 OFF-RAMP DETAIL



EXIT 24 ON-RAMP DETAIL

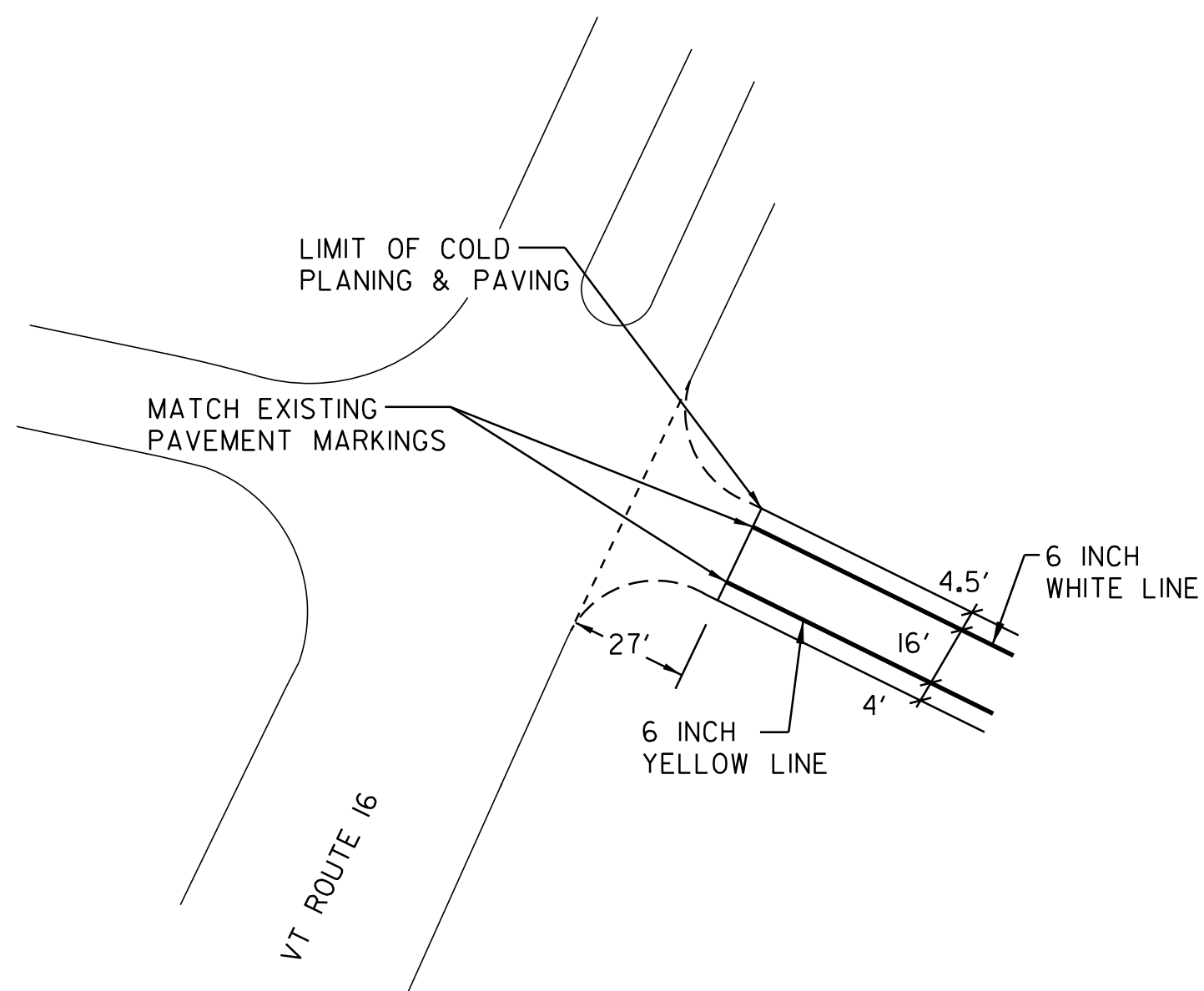
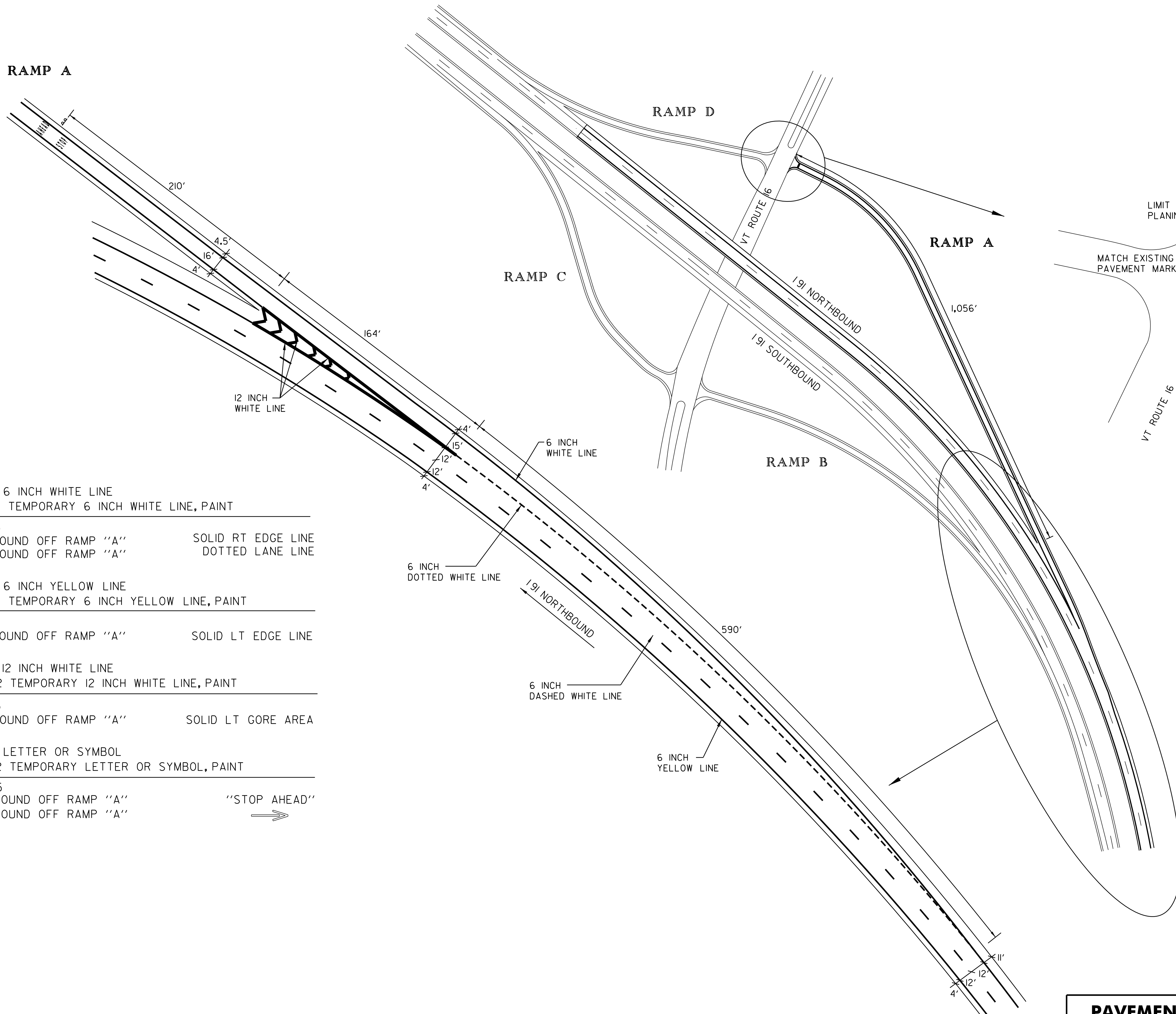


NOTES:

I. 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. 14, 2011.

PAVEMENT MARKING DETAIL SHEET 2 EXIT 24	PROJECT NAME:	LYNDON - BARTON
	PROJECT NUMBER:	IM SURF (25)
	FILE NAME: p10a120.dgn	PLOT DATE: 11-JUN-2012 11:44
	PROJECT LEADER: M. FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	IPARM FILE NAME: p10a120pmd4.i	SHEET 11 OF 18

RAMP A



- 646.214 6 INCH WHITE LINE
- 646.622 TEMPORARY 6 INCH WHITE LINE, PAINT

- EXIT 25
- NORTHBOUND OFF RAMP "A" SOLID RT EDGE LINE
- NORTHBOUND OFF RAMP "A" DOTTED LANE LINE

- 646.215 6 INCH YELLOW LINE
- 646.632 TEMPORARY 6 INCH YELLOW LINE, PAINT

- EXIT 25
- NORTHBOUND OFF RAMP "A" SOLID LT EDGE LINE

- 646.24 12 INCH WHITE LINE
- 646.662 TEMPORARY 12 INCH WHITE LINE, PAINT

- EXIT 25
- NORTHBOUND OFF RAMP "A" SOLID LT GORE AREA

- 646.30 LETTER OR SYMBOL
- 646.692 TEMPORARY LETTER OR SYMBOL, PAINT

- EXIT 25
- NORTHBOUND OFF RAMP "A" "STOP AHEAD" ➡
- NORTHBOUND OFF RAMP "A"

NOTES:

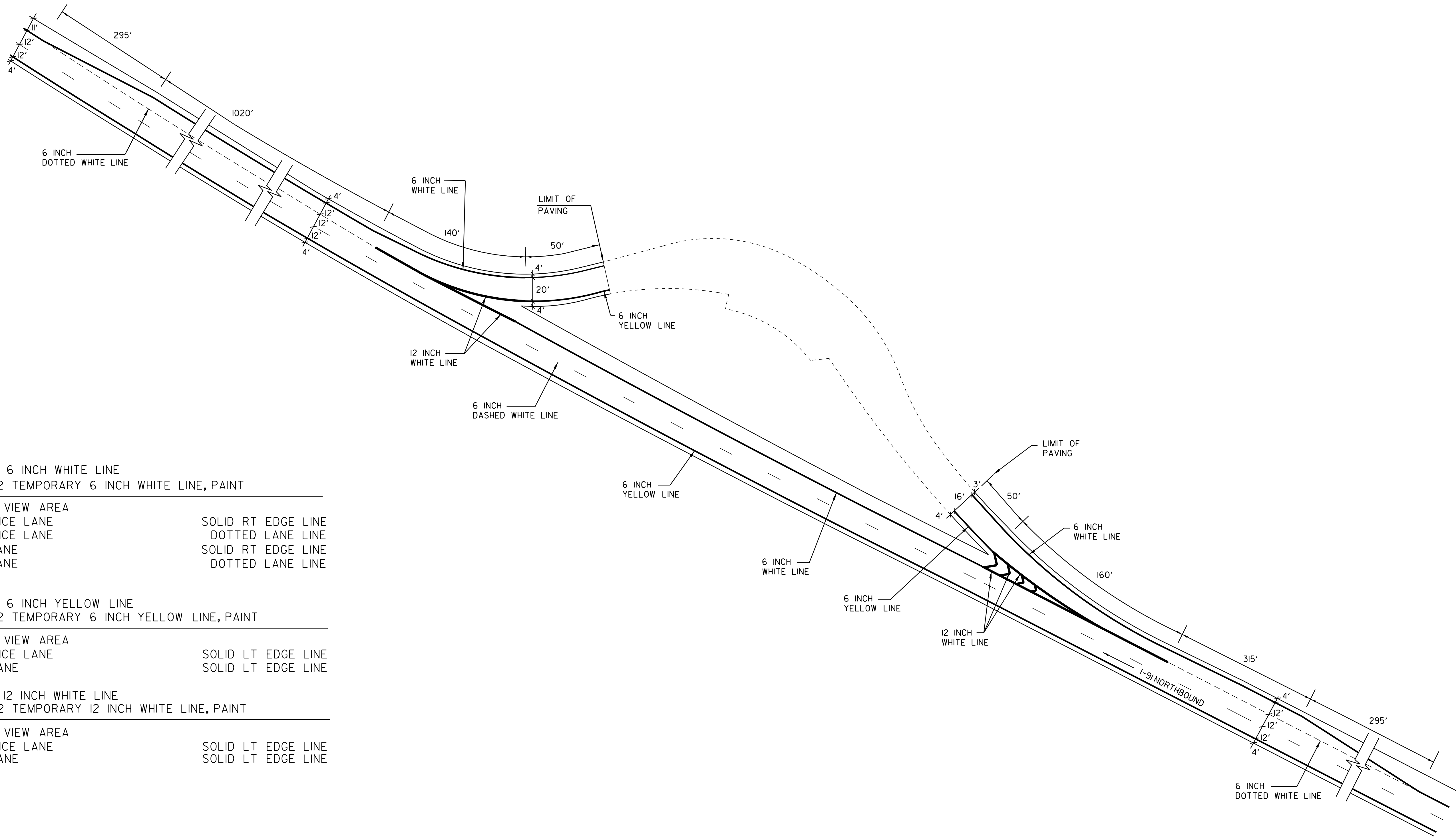
I. TWO (2) APPLICATIONS OF FINAL PAVEMENT MARKINGS WILL BE REQUIRED. THE FIRST APPLICATION WILL BE IMMEDIATELY FOLLOWING PLACEMENT OF THE SURFACE TREATMENT, THE SECOND AND FINAL APPLICATION WILL BE APPLIED NO SOONER THAN 14 CALENDER DAYS AFTER THE FIRST APPLICATION, AND NO LATER THAN OCT. 14, 2011.

**PAVEMENT MARKING
DETAIL SHEET
EXIT 25**

PROJECT NAME: LYNDON - BARTON
PROJECT NUMBER: IM SURF (25)

FILE NAME: p10a120.dgn
PROJECT LEADER: M. FOWLER
DESIGNED BY: LOCKE
IPARM FILE NAME: p10a120pmd5.i

PLOT DATE: 11-JUN-2012 11:45
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 12 OF 18



646.214 6 INCH WHITE LINE
 646.622 TEMPORARY 6 INCH WHITE LINE, PAINT

SCENIC VIEW AREA	
ENTRANCE LANE	SOLID RT EDGE LINE
ENTRANCE LANE	DOTTED LANE LINE
EXIT LANE	SOLID RT EDGE LINE
EXIT LANE	DOTTED LANE LINE

646.215 6 INCH YELLOW LINE
 646.632 TEMPORARY 6 INCH YELLOW LINE, PAINT

SCENIC VIEW AREA	
ENTRANCE LANE	SOLID LT EDGE LINE
EXIT LANE	SOLID LT EDGE LINE

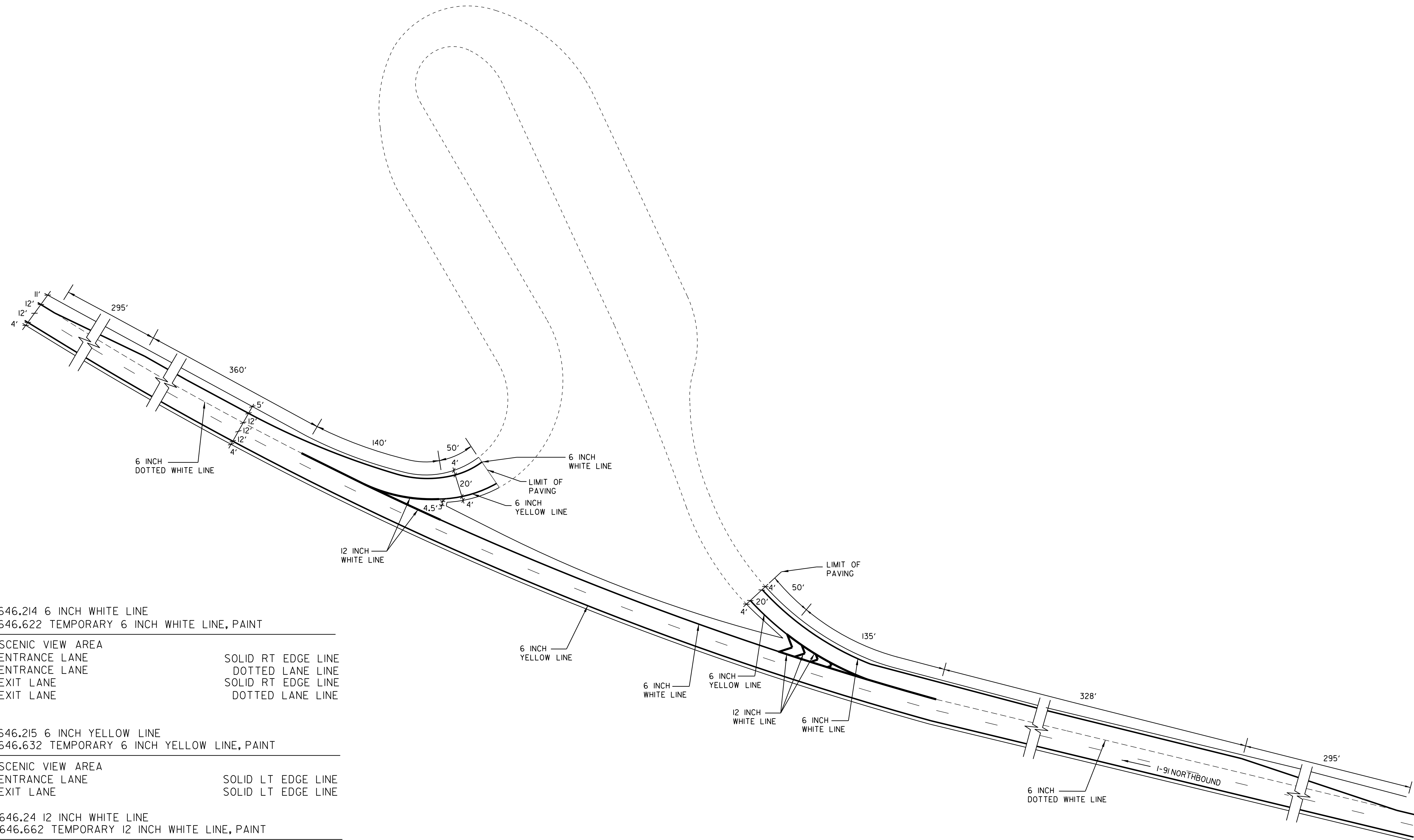
646.24 12 INCH WHITE LINE
 646.662 TEMPORARY 12 INCH WHITE LINE, PAINT

SCENIC VIEW AREA	
ENTRANCE LANE	SOLID LT EDGE LINE
EXIT LANE	SOLID LT EDGE LINE

NOTES:

I. 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. 14, 2011.

PAVEMENT MARKING DETAIL SHEET SCENIC AREA 1	PROJECT NAME:	LYNDON - BARTON
	PROJECT NUMBER:	IM SURF (25)
	FILE NAME: pi0a120.dgn	PLOT DATE: 11-JUN-2012 11:45
	PROJECT LEADER: M. FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT	
IPARM FILE NAME: pi0a120pmd6.i	SHEET 13 OF 18	



646.214 6 INCH WHITE LINE
 646.622 TEMPORARY 6 INCH WHITE LINE, PAINT

SCENIC VIEW AREA	
ENTRANCE LANE	SOLID RT EDGE LINE
ENTRANCE LANE	DOTTED LANE LINE
EXIT LANE	SOLID RT EDGE LINE
EXIT LANE	DOTTED LANE LINE

646.215 6 INCH YELLOW LINE
 646.632 TEMPORARY 6 INCH YELLOW LINE, PAINT

SCENIC VIEW AREA	
ENTRANCE LANE	SOLID LT EDGE LINE
EXIT LANE	SOLID LT EDGE LINE

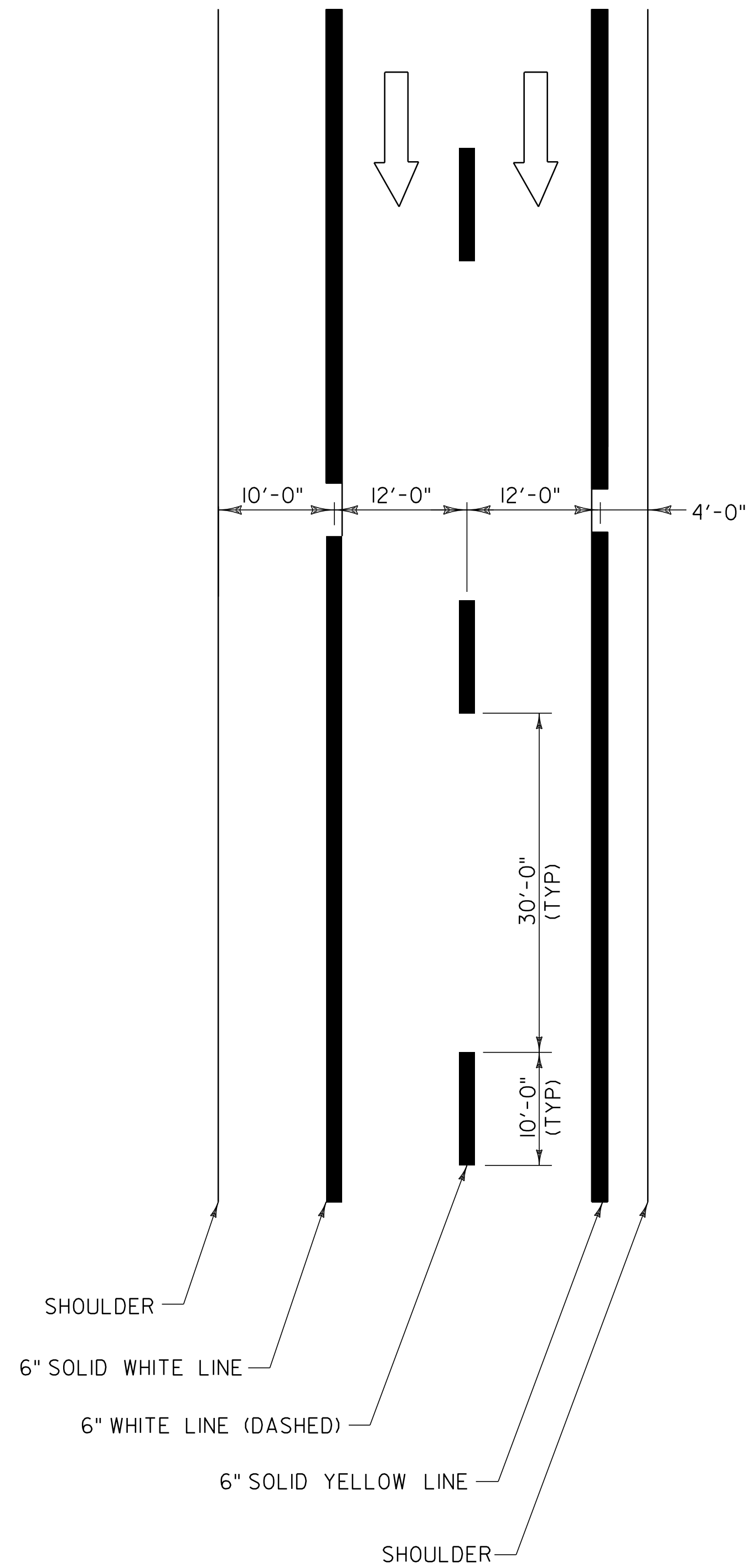
646.24 12 INCH WHITE LINE
 646.662 TEMPORARY 12 INCH WHITE LINE, PAINT

SCENIC VIEW AREA	
ENTRANCE LANE	SOLID LT EDGE LINE
EXIT LANE	SOLID LT EDGE LINE

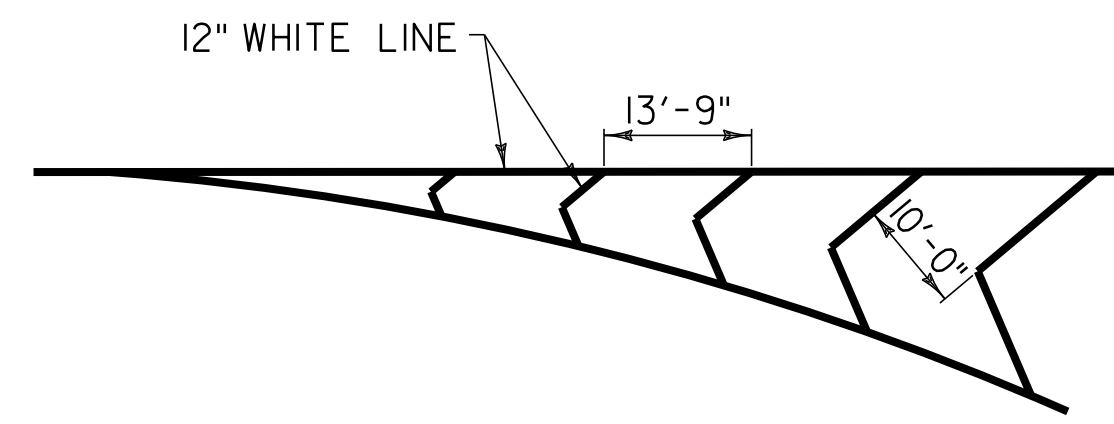
NOTES:

I. 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. 14, 2011.

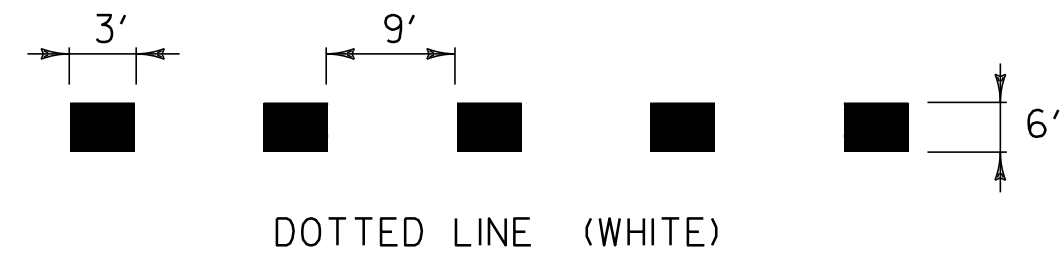
PAVEMENT MARKING DETAIL SHEET SCENIC AREA 2	PROJECT NAME:	LYNDON - BARTON
	PROJECT NUMBER:	IM SURF (25)
	FILE NAME: p10a120.dgn	PLOT DATE: 11-JUN-2012 11:45
	PROJECT LEADER: M. FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	IPARM FILE NAME: p10a120pmd7.i	SHEET 14 OF 18



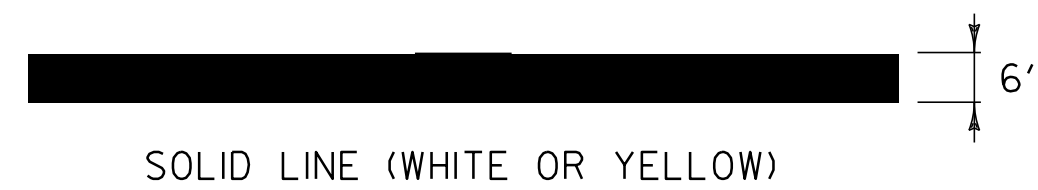
TYPICAL MAINLINE MARKING PLAN
NOT TO SCALE



GORE MARKING DETAIL
NOT TO SCALE



DOTTED LINE (WHITE)

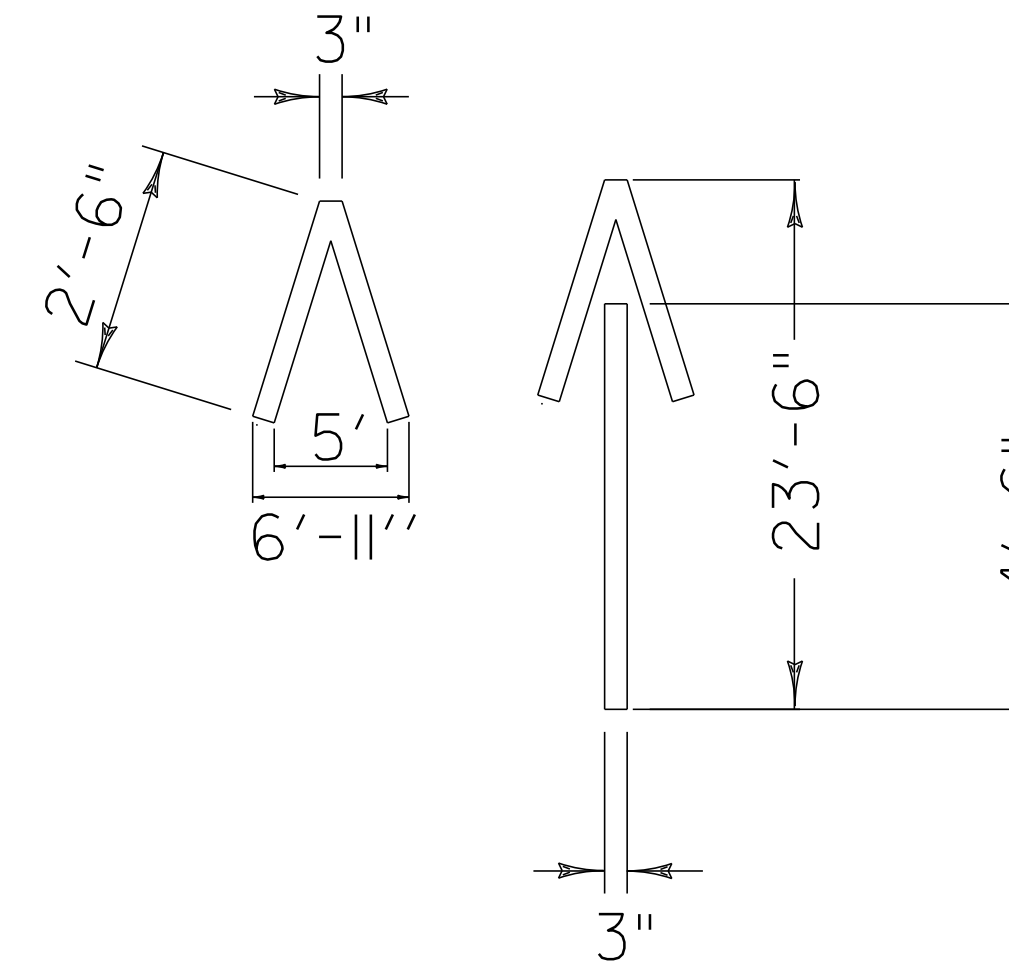


SOLID LINE (WHITE OR YELLOW)



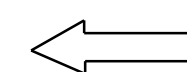
CHANNELIZING LINE (WHITE)

PAVEMENT MARKING LINE DETAILS
NOT TO SCALE



WRONG WAY ARROW
NOT TO SCALE

LEGEND



DIRECTION OF TRAFFIC FLOW

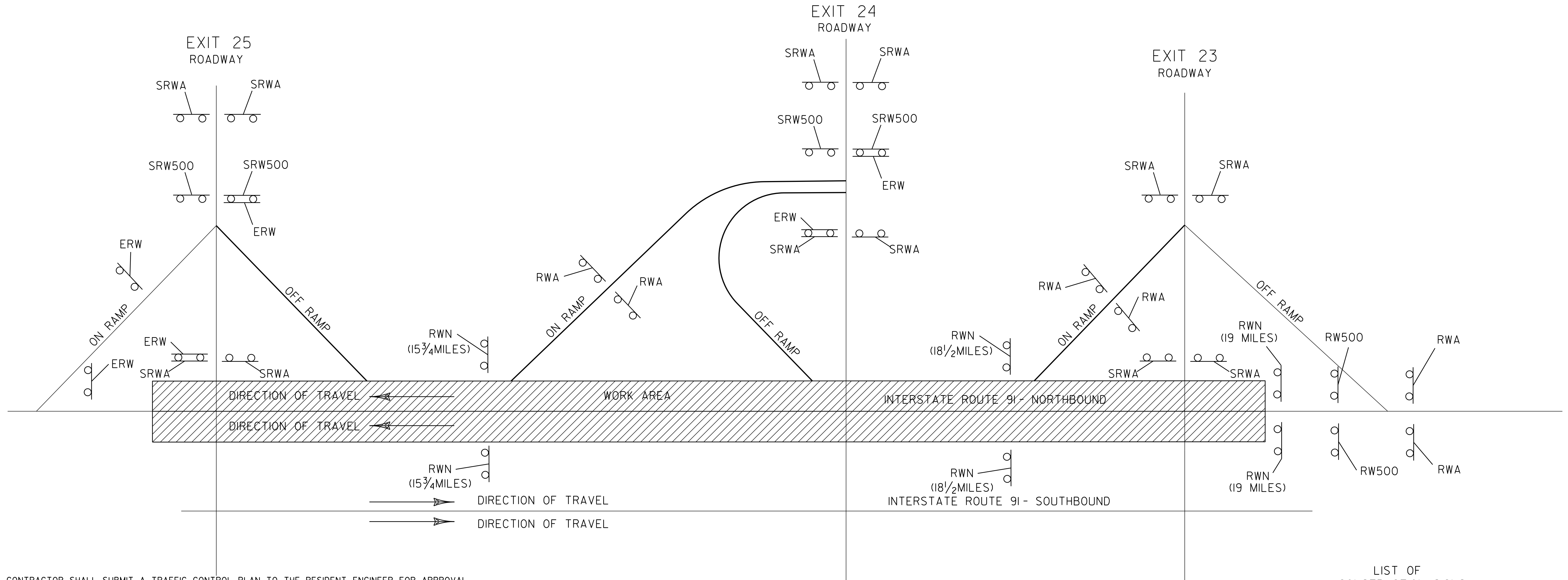
PAVEMENT MARKING DETAIL SHEET

PROJECT NAME: LYNDON - BARTON
PROJECT NUMBER: IM SURF (25)

FILE NAME: p10a120.dgn
PROJECT LEADER: M. FOWLER
DESIGNED BY: LOCKE
IPARM FILE NAME: p10a120pmd8.i

PLOT DATE: 11-JUN-2012 11:45
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 15 OF 18

CONSTRUCTION APPROACH SIGNING SHEET



LIST OF CONSTRUCTION SIGNS

LOCATION	RWA	RW500	ERW	RWN	SRWA	SRW500
I-91 NORTHBOUND						
BEGIN PROJECT	2	2		2		
EXIT 23 INTERCHANGE	2			2	4	
EXIT 24 INTERCHANGE	2		2	2	4	2
EXIT 25 INTERCHANGE			3		4	2
END PROJECT			1			
TOTALS	6	2	6	6	12	4

CONSTRUCTION APPROACH SIGNING

SEE STD. E-103 FOR SIGN PLACEMENT

LEGEND

- RWA = ROAD WORK AHEAD
- RW500 = ROAD WORK 500 FEET
- RWN = ROAD WORK NEXT () MILES
- SRWA = SIDE ROAD WORK AHEAD
- ERW = END ROAD WORK
- SRW500 = SIDE ROAD WORK 500 FEET

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) SHALL 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 SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL". ADD G20-50P "WORK ZONE" PLAQUE TO SPEED LIMIT SIGNS (SEE FIG. 6F-3 OF MUTCD).

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 INCH 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.

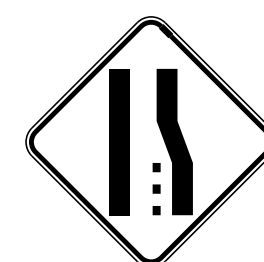
THE PCMS SHOULD COMMUNICATE WHAT INFORMATION MOTORISTS NEED TO KNOW. UNNECESSARY INFORMATION SHOULD BE AVOIDED. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS.

6. THE 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 THE MUTCD.

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 INTERSECTING HIGHWAYS.

8. REFER TO VT. STATE STANDARDS, THE SPECIAL PROVISIONS AND THE MUTCD FOR TEMPORARY TRAFFIC CONTROL SIGN DIMENSIONS AND COLORS.

9. ON VTRANS STANDARD E-103, SIGN W4-2 MAY BE REPLACED WITH W9-2:



W4-2



W9-2



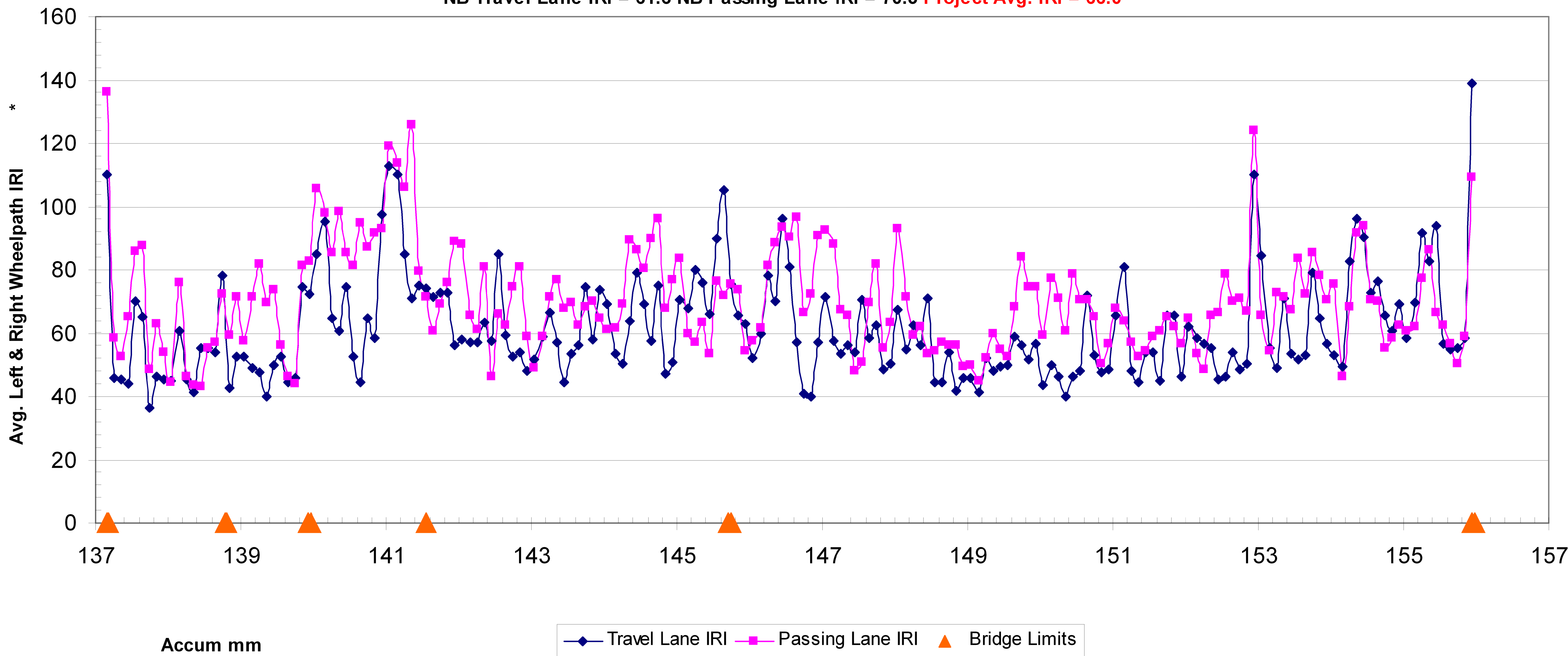
NOT TO SCALE

PROJECT:	LYNDON - BARTON	PROJECT NO.:	IM SURF(25)
DESIGN FILE NAME:	pl0al20.dgn	PLOT DATE:	11-JUN-2012 11:45
IPARM FILE NAME:	pl0al20casl.i	SURVEY DATE:	N/A
SURVEYED BY:	N/A	SQUAD LEADER:	M. FOWLER
		DRAWN BY:	LOCKE
		SHEET:	16 OF 18

I-91 Lyndon-Barton IM Surf(25) Preconstruction

Profiled 6/22/10

NB Travel Lane IRI = 61.6 NB Passing Lane IRI = 70.3 **Project Avg. IRI = 66.0**



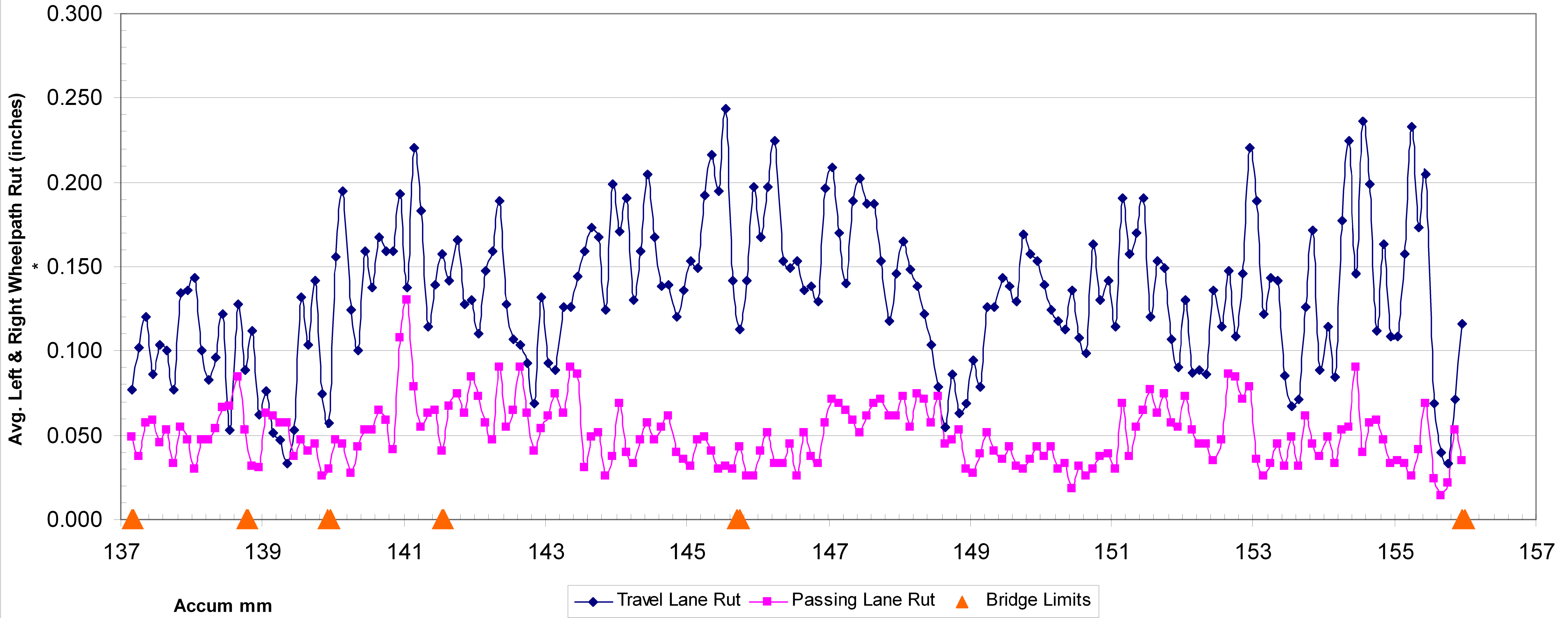
FOR INFORMATIONAL PURPOSES ONLY

ROUGHNESS DATA INFORMATION SHEET	PROJECT NAME:	LYNDON - BARTON
	PROJECT NUMBER:	IM SURF (25)
	FILE NAME: pI0aI20.dgn	PLOT DATE: 11-JUN-2012 11:45
	PROJECT LEADER: M. FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT	
IPARM FILE NAME: pI0aI20ruf.I	SHEET 17 OF 18	

I-91 Lyndon-Barton IM Surf(25) Preconstruction

Profiled 6/22/10

NB Travel Lane Avg. Rut = 0.134" NB Passing Lane Avg. Rut = 0.050" **Project Avg. Rut = 0.092"**



FOR INFORMATIONAL PURPOSES ONLY

RUTTING DATA INFORMATION SHEET	PROJECT NAME:	LYNDON - BARTON
	PROJECT NUMBER:	IM SURF (25)
	FILE NAME: p10a120.dgn	PLOT DATE: 11-JUN-2012 11:45
	PROJECT LEADER: M. FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT	
IPARM FILE NAME: p10a120rut.i	SHEET 18 OF 18	