

STA. NB 21+93 - 22+61LT

ITEM 646.214 6" WHITE LINE
 STA. NB 21+00 TO STA. NB 34+15, SOLID, 24' RT. TO 12' RT.
 STA. NB 21+00 TO STA. NB 27+78, DASHED, 12' RT.
 STA. NB 21+00 TO STA. NB 34+15, DASHED, C CONST.
 STA. SB 20+50 TO STA. SB 27+00, DASHED, C CONST (SEE NOTE 3)
 STA. SB 20+50 TO STA. SB 27+00, SOLID, 12' LT. (SEE NOTE 3)

ITEM 646.215 6" YELLOW LINE
 STA. NB 21+00 TO STA. NB 34+15, SOLID, 12' LT. (SEE NOTE 3)
 STA. SB 20+50 TO STA. SB 27+00, SOLID, 12' RT. (SEE NOTE 3)

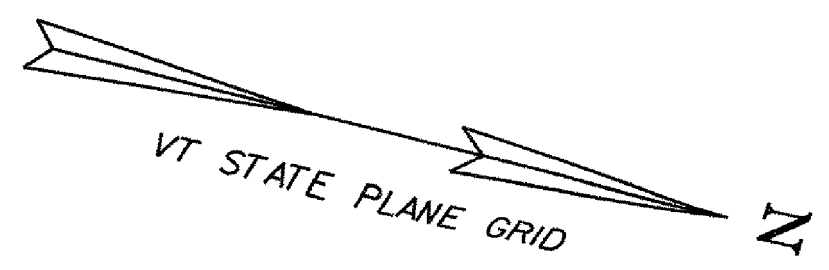
ITEM 616.35 TREATED TIMBER CURB
 STA. NB 21+00 TO STA. NB 22+49.92, RT. & LT.
 STA. NB 25+48.14 TO STA. NB 32+18, RT.
 STA. SB 21+50 TO STA. SB 22+27.71, RT. & LT.
 STA. SB 21+15 TO STA. SB 25+73 LT
 ITEM 621.21 HEAVY DUTY STEEL BEAM GUARD RAIL, GALVANIZED
 STA. SB 20+80 TO STA. SB 22+09.44, 22' LT.
 STA. SB 25+46.25 TO STA. SB 32+45.72, 22' LT. 25+65
 STA. SB 25+46.25 TO STA. SB 29+33.75, 16' RT.
 STA. NB 21+00 TO STA. NB 22+19.19, 16' LT.
 STA. NB 25+66.66 TO STA. NB 27+29.16, 16' LT.
 STA. NB 21+00 TO STA. NB 22+19.19, 28' RT.
 STA. NB 25+66.66 TO NB 32+29.16, 28' RT.
 STA. NB 22+25, (SEE SHEET 35 & SHEET 76)
 STA. NB 25+75, (SEE SHEET 35 & SHEET 76)

ITEM 621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. SB 21+71.94 TO STA. SB 22+09.44, 20' RT. TO 16' RT.
 STA. SB 32+45.72 TO STA. SB 32+83.22, 22' LT. TO 26' LT.
 STA. SB 29+33.75 TO STA. SB 29+71.25, 16' RT. TO 20' RT.
 STA. NB 27+29.16 TO STA. NB 27+66.66, 16' LT. TO 20' LT.

ITEM 621.60 ANCHOR FOR STEEL BEAM RAIL
 STA. NB 32+16.66, 28' RT. STA. SB 21+71.6' RT

ITEM 621.80 REMOVAL AND DISPOSAL OF GUARD RAIL
 STA. NB 21+00 TO STA. NB 22+35, 28' RT.
 STA. NB 21+00 TO STA. NB 22+35, 16' LT.
 STA. NB 25+61 TO STA. NB 30+47, 22' RT.
 STA. NB 25+61 TO STA. NB 26+39, 16' LT.
 STA. SB 21+35 TO STA. SB 22+15, 16' RT.
 STA. SB 17+78 TO STA. SB 22+15, 16' LT.
 STA. SB 25+41 TO STA. SB 27+40, 16' RT.
 STA. SB 25+41 TO STA. SB 32+88, 16' LT.

ITEM 900.620 SPECIAL PROVISION (GUARDRAIL APPROACH SECTION TO F-SHAPE CONCRETE RAIL)
 STA. SB 22+09.44 TO STA. SB 22+40.09, 22' LT. TO 16' LT.
 STA. SB 22+09.44 TO STA. SB 22+40.09, 16' RT.
 STA. NB 22+19.19 TO STA. NB 22+49.84, 16' LT.
 STA. NB 22+19.19 TO STA. NB 22+49.84, 28' RT.
 STA. SB 25+15.60 TO STA. SB 25+46.25, 16' LT. TO 22 LT.
 STA. SB 25+15.60 TO STA. SB 25+46.25, 16' RT.
 STA. NB 25+36.01 TO STA. NB 25+66.66, 16' LT.
 STA. NB 25+36.01 TO STA. NB 25+66.66, 28' RT.

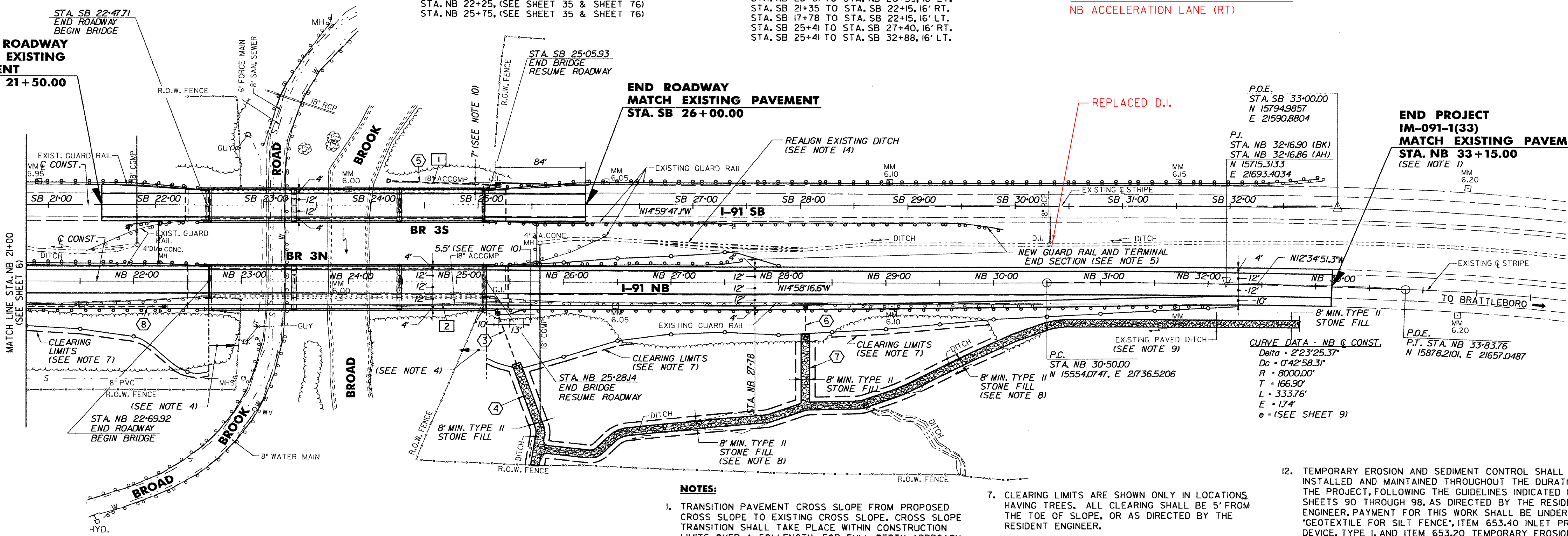


DELINEATOR WITH STEELPOST (TYPE II)
 NB ACCELERATION LANE (RT)

BEGIN ROADWAY
 MATCH EXISTING
 PAVEMENT
 STA. SB 21+50.00

END ROADWAY
 MATCH EXISTING PAVEMENT
 STA. SB 26+00.00

END PROJECT
 IM-091-1(33)
 MATCH EXISTING PAVEMENT
 STA. NB 33+15.00
 (SEE NOTE 1)



P.O.E.
 STA. NB 33+00.00
 N 15794.9857
 E 21590.8804

P.I.
 STA. NB 32+16.90 (BK)
 STA. NB 32+16.86 (AH)
 N 15715.3133
 E 21693.4034

CURVE DATA - NB @ CONST.
 Delta = 2°23'25.37"
 Dc = 0'42'58.31"
 R = 8000.00'
 T = 166.90'
 L = 333.76'
 E = 174'
 e = (SEE SHEET 9)

EXISTING DRAINAGE

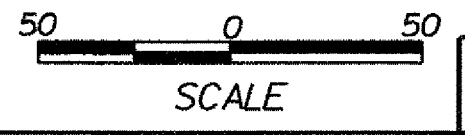
STRUCTURE	@ CONST. STATION TO STATION	DESCRIPTION
1	STA. SB 24+22, TO STA. SB 25+18	REMOVE EXISTING PIPE AND DI. THIS WORK SHALL BE PAID UNDER ITEM 641.0.
2	STA. NB 24+38, TO STA. NB 25+39	REMOVE EXISTING PIPE AND DI. THIS WORK SHALL BE PAID UNDER ITEM 641.0.

NEW DRAINAGE

STRUCTURE	@ CONST. STATION TO STATION	DESCRIPTION
3	STA. NB 25+53, 26' RT. TO STA. NB 25+38.6, 32.5' RT. TO STA. NB 25+56.5, 86' RT. 421.16	INSTALL NEW CONCRETE CATCH BASIN WITH TYPE A FRAME AND GRATE, RIM 420.65, AND NEW 18" X 63' (ALONG SLOPE) CPEP, CORRUGATED INTERIOR, WITH END SECTION TO TYPE II STONE FILL OUTLET, INV OUT 417.13 415.24
4	STA. NB 25+56, 84' RT. TO STA. NB 25+73, 188' RT. 386.75	PLACE 106 LF TYPE II STONE LINED DITCH AT 31.60% GRADE. BEGINNING OF DITCH ELEV. 389.13, OUTLET OF DITCH ELEV. 355.50.
5	STA. SB 25+19, 20.5' LT. TO STA. SB 24+18.2, 25' LT. 25+31 16.5	INSTALL NEW CONCRETE CATCH BASIN WITH TYPE A FRAME AND GRATE, RIM 421.02, INV OUT 417.52 AND NEW 18" X 19' (ALONG SLOPE) CPEP, CORRUGATED INTERIOR, WITH END SECTION TO TYPE IV STONE FILL OUTLET, INV. 355.14, BLEND INTO STONE FILL FROM BRIDGE (SEE BRIDGE PLANS)
6	STA. NB 28+25, 26' RT. TO STA. NB 28+25, 48' RT.	INSTALL NEW CONCRETE CATCH BASIN WITH TYPE A FRAME AND GRATE, RIM 430.53, INV. OUT 427.00 AND NEW 18" X 23' CPEP, CORRUGATED INTERIOR, WITH END SECTION TO TYPE II STONE FILL OUTLET.
7	STA. NB 28+25, 48' RT. TO STA. NB 28+25, 124' RT.	PLACE 76 LF TYPE II STONE LINED DITCH AT 30.00% GRADE. BEGINNING OF DITCH, ELEV. 414.00, OUTLET OF DITCH 391.00.
8	STA. NB 22+29, 26' RT. TO STA. NB 18+25, 26' RT. 409.37 407.20	INSTALL NEW CONCRETE CATCH BASIN WITH TYPE A FRAME AND GRATE, RIM 412.87, AND NEW 18" X 40' CPEP, CORRUGATED INTERIOR, TO CATCH BASIN NO. 1, INV. OUT 409.37 407.20

NOTES:

- TRANSITION PAVEMENT CROSS SLOPE FROM PROPOSED CROSS SLOPE TO EXISTING CROSS SLOPE. CROSS SLOPE TRANSITION SHALL TAKE PLACE WITHIN CONSTRUCTION LIMITS OVER A 50' LENGTH. FOR FULL DEPTH APPROACH PAVEMENT TRANSITION DETAIL, SEE ROADWAY TYPICAL SECTION DETAILS, SHEET 5A.
- FOR PROFILE INFORMATION, SEE PROFILES (3N&S), BRIDGE SHEET BR111.
- CONSTRUCTION ALIGNMENTS POSITIONED EQUIDISTANT BETWEEN EXISTING BRIDGE CURB LINES. IN SOME CASES THE ALIGNMENT DOES NOT MATCH THE HIGHWAY STRIPING. PROVIDE 100' TRANSITION TAPER FROM EXISTING STRIPING TO NEW STRIPING. TRANSITION WILL TAKE PLACE OUTSIDE OF CONSTRUCTION LIMITS. ALL EXISTING STRIPING MUST BE REMOVED ACCORDING TO CONTRACT DOCUMENTS. THE COST FOR THE REMOVAL OF EXISTING STRIPING TO BE INCLUDED UNDER ITEM 646.85, 'REMOVAL OF EXISTING PAVEMENT MARKINGS'.
- SEE GENERAL PLAN, BRIDGE SHEET BR109 FOR WORK BEYOND SHOWN LIMITS.
- SEE NOTE 24, TRAFFIC CONTROL NOTES SHEET II, FOR DESCRIPTION OF WORK AND PAYMENT.
- EXISTING MILE MARKERS SHALL BE REMOVED AND SALVAGED. THE COST OF THIS WORK SHALL BE INCLUDED UNDER ITEM 675.50, 'REMOVING SIGNS', AND ITEM 675.60, 'ERECTING SALVAGED SIGNS.'
- CLEARING LIMITS ARE SHOWN ONLY IN LOCATIONS HAVING TREES. ALL CLEARING SHALL BE 5' FROM THE TOE OF SLOPE, OR AS DIRECTED BY THE RESIDENT ENGINEER.
- EXCAVATE AND INSTALL TYPE II STONE FILL AT SAME GRADE AS EXISTING DITCH OR 2' FROM THE EDGE OF DITCH, WHERE 8' WIDTH IS IMPRACTICAL, A SMALLER WIDTH DITCH SHALL BE PLACED AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR EXCAVATION SHALL BE UNDER ITEM 203.15, 'COMMON EXCAVATION'.
- EXCAVATE THE PAVED DITCH TO LIMITS AND INSTALL TYPE II STONE FILL AT SAME GRADE AS EXISTING DITCH. LIMITS OF PAVED DITCH TO BE FIELD VERIFIED. PAYMENT FOR EXCAVATION SHALL BE UNDER ITEM 203.15, 'COMMON EXCAVATION'.
- THE SHOULDER PADS AROUND DRAINAGE STRUCTURES AT STA. NB 25+38.6 AND STA. SB 25+19 SHALL BE CONSTRUCTED WITH A TYPICAL SHOULDER SECTION AS SHOWN ON SHEET 5, ROADWAY TYPICAL SECTIONS. CROSS SLOPE SHOULDER AT 0.042 FT./FT. OR AS DIRECTED BY THE RESIDENT ENGINEER TO PROVIDE POSITIVE DRAINAGE TO THE DROP INLETS.
- WHERE THE SLOPE OF DRAINAGE PIPE IS GREATER THAN 1:10, THE USE OF A CPEP CORRUGATED PIPE ELBOW WILL BE NECESSARY. A 2' LONG SECTION OF PIPE SHALL BE PLACED THROUGH THE DRAINAGE STRUCTURE WALL, TO WHICH THE CORRUGATED ELBOW SHALL BE ATTACHED. PAYMENT FOR CPEP PIPE ELBOW SHALL BE UNDER ITEM 601.5814, '18" CPEP ELBOW'. SEE STANDARD SHEET D-4 FOR CONCEPTUAL LAYOUT.
- TEMPORARY EROSION AND SEDIMENT CONTROL SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT, FOLLOWING THE GUIDELINES INDICATED IN EPSC SHEETS 90 THROUGH 98, AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THIS WORK SHALL BE UNDER ITEM 649.51, 'GEOTEXTILE FOR SILT FENCE', ITEM 653.40 INLET PROTECTION DEVICE, TYPE I, AND ITEM 653.20 TEMPORARY EROSION MATTING. SEE NOTE 21, TRAFFIC CONTROL NOTES (2 OF 2), SHEET II.
- A 1:10 SLOPE (MAX.) IS REQUIRED AROUND THE MANUFACTURED TERMINAL END SECTION UNITS. THIS SLOPE SHALL BE PLACED AS DIRECTED BY THE RESIDENT ENGINEER, AND PAID FOR UNDER ITEM 402.11, 'AGGREGATE SHOULDERS, TRUCK MEASUREMENT'. ALL GRADING AND EROSION CONTROL ITEMS REQUIRED FOR TURF ESTABLISHMENT SHALL BE INCIDENTAL TO ITEM 621.50, 'MANUFACTURED TERMINAL SECTION, FLARED'.
- REALIGNMENT OF EXISTING DITCH SHALL BE PAID FOR INCIDENTAL TO ITEM 641.10, 'TRAFFIC CONTROL'.



TVA ENGINEERING, SURVEYING, P.C.

STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	GUILFORD	Bridge No.	3N&S
Highway No.	I-91	Log Sta.	
		Surv. Sta.	
I-91 OVER BROAD BROOK & BROAD BROOK ROAD			
ROADWAY PLAN (2 OF 2)			
Designed By	T.C. GAWENUS	Drawn By	R.A. BOTZENHART
Checked By	Date	Bridge Design Supervisor	
P.W. SZUSTAK	01/03	J.P. HALSTEAD	Date 01/03
PROJECT	GUILFORD	PROJECT NO.	IM 091-1(33)
		PROJECT NO.	IM 091-1(33)
TVGA CAD Drawing No.	PL-2.dgn	Date	06/11/08
Bridge Sheet No.		Sheet	7 of 114