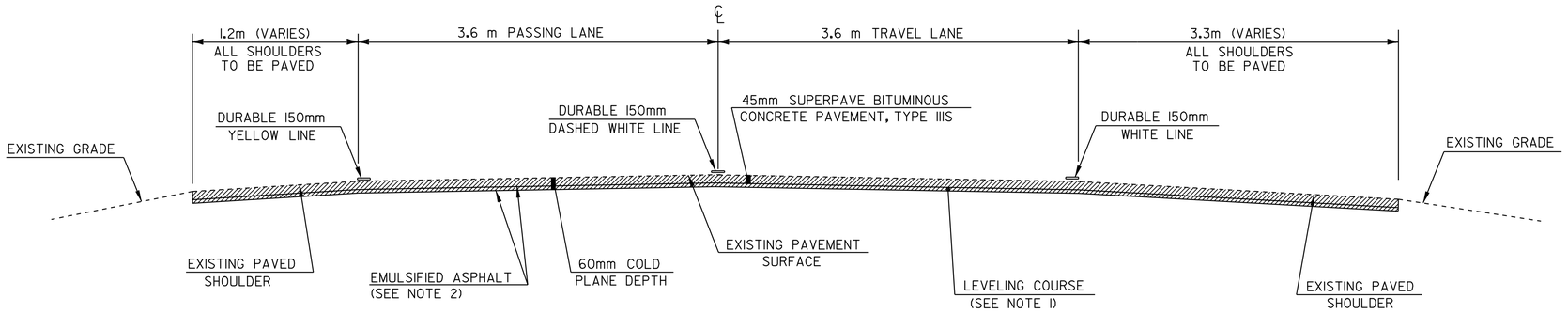
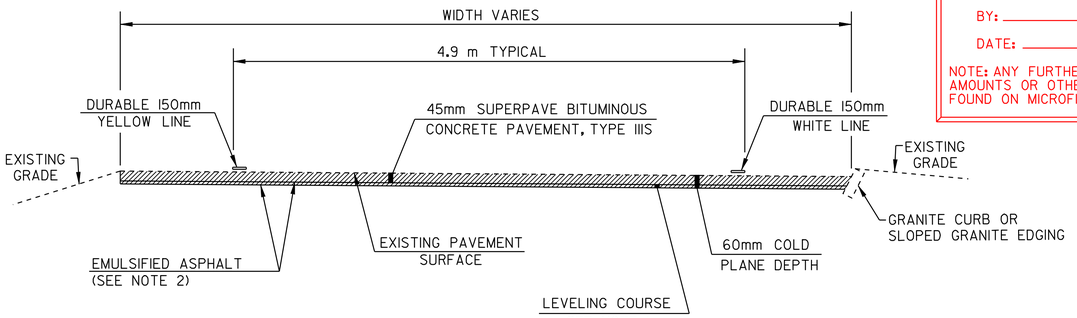



## MAINLINE TYPICAL SECTION

### NORTHBOUND

STA 220+719.9 TO 251+138.1




## RECORD PLANS

| | |
|---|---|
| CONTRACTOR: | MILLER CONSTRUCTION, INC. WINDSOR, VERMONT |
| RESIDENT ENGINEER: | IAN JENIKE |
| CONSTRUCTION BEGAN: | FEBRUARY 22, 1993 |
| CONSTRUCTION COMPLETED: | OCTOBER 15, 1993 |
| RECORD PLANS BY: | CONSTRUCTION CADD |

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

BY: _____ , RESIDENT ENGINEER

DATE: _____

NOTE: ANY FURTHER INFORMATION CONCERNING FINAL QUANTITIES, AMOUNTS OR OTHER DETAILS RELATIVE TO THIS PROJECT MAY BE FOUND ON MICROFILM IN CENTRAL FILES.

## NOTES

1. THE PAVEMENT WEARING COURSE SHALL BE TYPE IIIS.

   THE LEVELING COURSE SHALL BE TYPE IVS UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. LEVELING HAS BEEN INCLUDED TO RESHAPE THE ROADWAY AFTER COLD PLANING AND PRIOR TO PAVING THE TOP COURSE. AN ESTIMATED THICKNESS OF 15mm OF ITEM 490.30 HAS BEEN INCLUDED THROUGHOUT THE PROJECT LIMITS TO COVER THIS PROVISION.

   ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON EXISTING PAVEMENT SURFACES, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES AT THE RATE OF 0.12 L/SM OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 5 mm (TOTAL THICKNESS).
4. COLD PLANING TO BE COMPLETED ACCORDING TO THE TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGINNING/END AND AT ALL RAMP APPROACHES AS DENOTED ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
5. ITEMS 604.40 AND 604.412 SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER. ALL D.I.'S TO RECEIVE WORK SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN.
6. AREAS ADJACENT TO THE SHOULDER, WHERE EXISTING GUARD RAIL IS BEING RETAINED, THAT HAVE BUILT UP EXCESS MATERIAL ARE TO BE GRADED IN ORDER TO ALLOW THE SHOULDER TO DRAIN, PAYMENT IS UNDER ITEM 203.99, SHOULDER BERM REMOVAL.
7. GRASS GROWING ADJACENT TO PAVEMENT, OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE, SHALL BE REMOVED BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
8. ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.12, AGGREGATE SHOULDER (MOD.).
9. THERE ARE DISCONTINUED D.I.'S ON THIS PROJECT THAT WERE COVERED DURING THE LAST CONSTRUCTION PROJECT. THE CONTRACTOR SHALL LOCATE AND/OR COORDINATE WITH A PROJECT ENGINEER ON THEIR LOCATIONS.
10. ESTIMATED QUANTITIES OF ITEMS 601.995 AND 601.996, CLEANING CULVERT IN PLACE (0-600 mm) AND 601.996 CLEANING CULVERT PIPE IN PLACE (GREATER THAN 600 mm SHALL BE USED TO CLEAN CULVERTS AT LOCATIONS DETERMINED BY THE RESIDENT ENGINEER. ALL EXISTING IN-DITCH DROP INLETS SHALL ALSO BE CLEANED OUT. THE COSTS ASSOCIATED WITH THIS WORK SHALL BE CONSIDERED SUSBIDIARY TO THE APPROPRIATE CULVERT CLEANING ITEM.
11. POWER BROOM RENTAL, TYPE II SHALL BE USED TO CLEAN THE MATERIAL FROM IN FRONT OF EXISTING CURB BOARD.

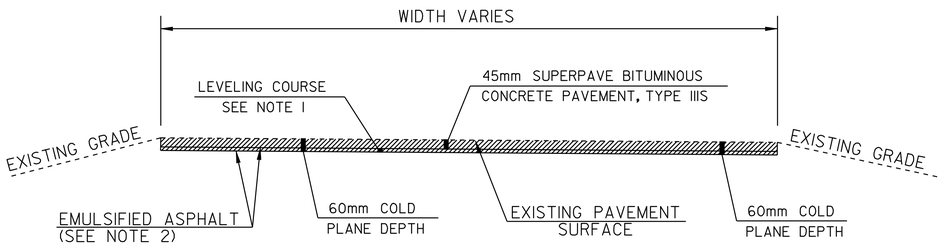
## RAMP PAVEMENT TYPICAL

### LOCATION

INTERCHANGE 23
ON RAMP - SEE DETAILS, SHEET 8

INTERCHANGE 24
ON & OFF RAMPS - SEE DETAILS, SHEETS 9 & 10

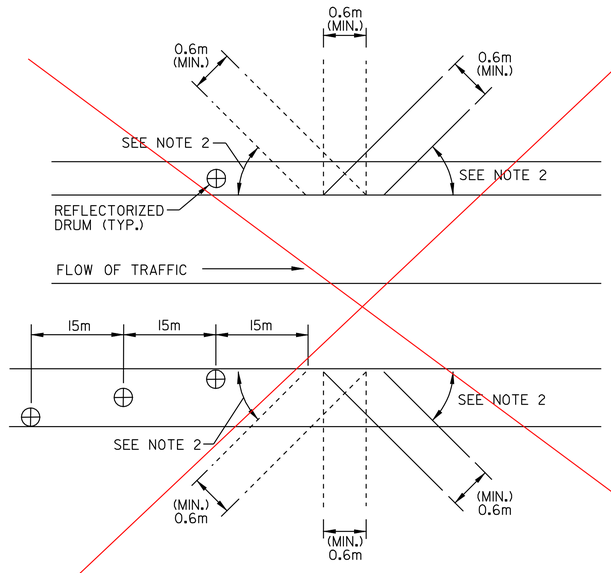
INTERCHANGE 25
OFF RAMP - SEE DETAILS, SHEET 11




## U-TURN PAVEMENT TYPICAL

### LOCATION

| | |
|---|---|
| √ STA 221+969 | STA 242+544 √ |
| √ STA 225+018 | STA 242+657 √ |
| √ STA 226+163 | STA 245+344 √ |
| √ STA 230+683 | STA 246+905 √ |
| √ STA 234+656 | STA 250+406 √ |
| √ STA 238+585 | STA 250+462 √ |




## BLEEDER DETAIL

**NOT NEEDED**

NOTES:

1. BLEEDERS ARE TO BE CUT WHILE COLD PLANING, AT LOCATIONS SPECIFIED BY THE RESIDENT ENGINEER.
2. ANGLE BLEEDERS TO BEST ACCEPT WATER FLOW.
3. CUT ALL BLEEDERS TO THE DEPTH OF COLD PLANING AND GRADE TO DRAIN. PAYMENT SUBSIDIARY TO ITEM 210.10.
4. BLEEDERS ARE TO BE FILLED DURING PAVING WITH ITEM 490.30 OR AS DESIGNATED BY THE RESIDENT ENGINNER.
5. REFLECTORIZED DRUMS MUST BE PLACED AS SHOWN TO WARN MOTORISTS OF THE GAP IN THE SHOULDER.
6. BLEEDERS ARE NOT REQUIRED IF THE COLD PLANED AREAS ARE PAVED BACK THE SAME DAY.

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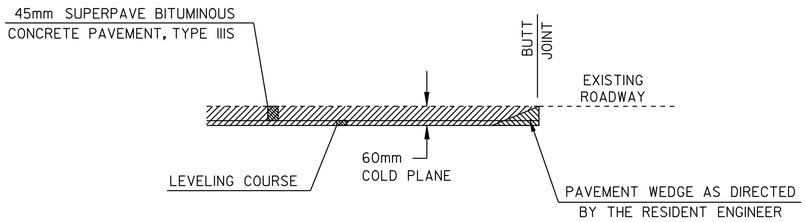
VAOT Metric

## PROJECT TYPICAL SHEET #1

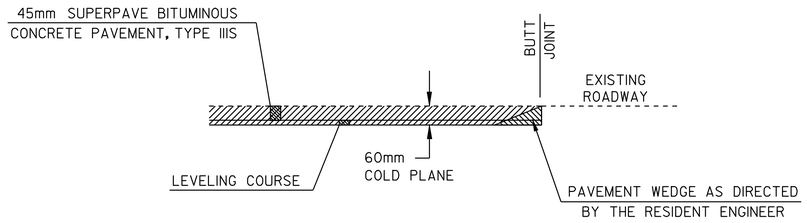
DESIGNED BY BCE/PJM DATE 9-00
DRAWN BY C.E.A., INC. DATE 9-00
DESIGN FILE NO. /pave/99a204/pa204.dgn
PRF FILE pa204p1.1 DATE PLOTTED 03-APR-2008 15:02
PROJ. NAME **LYNDON - BARTON**
PROJ. NO. **IM 091-3(10)**
SHEET **2** OF **17** SHEETS




## MAINLINE APPROACH AREA DETAIL

### LOCATION

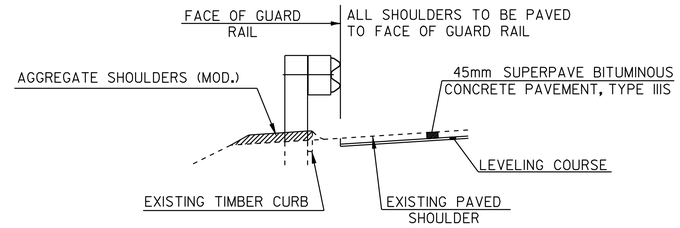
STA 220+720 - BEGINNING OF PROJECT
STA 251+138 - END OF PROJECT




## RAMP APPROACH AREA DETAIL

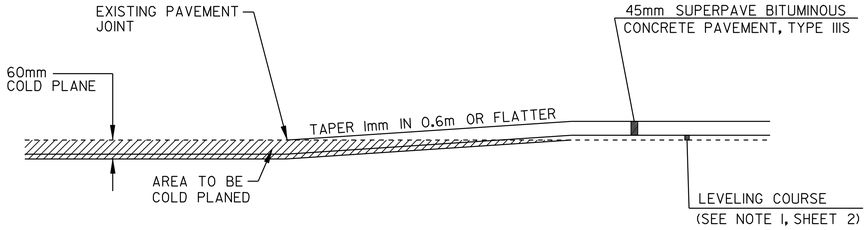
### LOCATION

EXIT 23 - NORTHBOUND ON RAMP
EXIT 24 - NORTHBOUND OFF RAMP
EXIT 24 - NORTHBOUND ON RAMP
EXIT 25 - NORTHBOUND OFF RAMP




## – TYPICAL SECTION AT GUARD RAIL –

(@ EXISTING STEEL BEAM W/TIMBER CURBING)

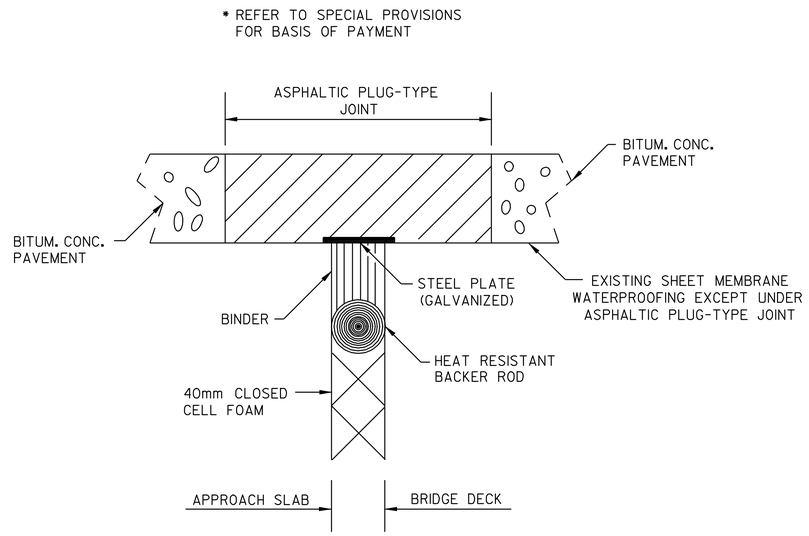



## TRANSITION DETAIL @ SCENIC AREAS

### LOCATION

SCENIC VIEW AREA - MM 142.5
EXISTING PAVEMENT JOINT - ENTRANCE (END COLD PLANE/BEGIN OVERLAY)
EXISTING PAVEMENT JOINT - EXIT (END OVERLAY/BEGIN COLD PLANE)

SCENIC VIEW AREA - MM 154.0
EXISTING PAVEMENT JOINT - ENTRANCE (END COLD PLANE/BEGIN OVERLAY)
EXISTING PAVEMENT JOINT - EXIT (END OVERLAY/BEGIN COLD PLANE)




## – ASPHALTIC PLUG TYPE JOINT DETAIL –

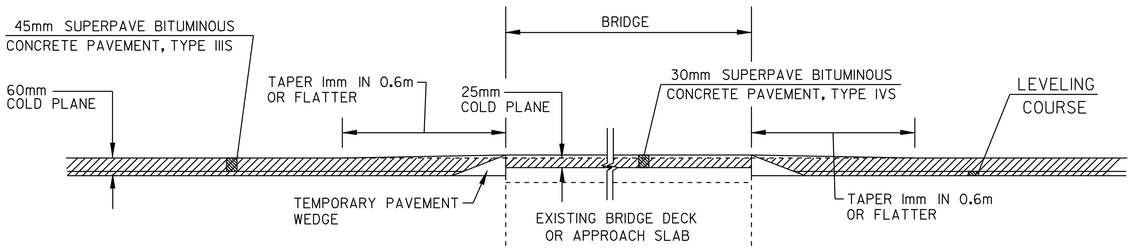
### LOCATION

**NORTHBOUND**

√ BRIDGE #95-N (12m), STA 223+316 NB @ EXPANSION JOINT
√ BRIDGE #95-N (12m), STA 223+361 NB @ EXPANSION JOINT
√ BRIDGE #100-N (12m), STA 234+480 NB @ EXPANSION JOINT
√ BRIDGE #100-N (12m), STA 234+533 NB @ EXPANSION JOINT
√ BRIDGE #102-N (12m), STA 251+044 NB @ EXPANSION JOINT

NOTES:

1. PROVIDE TEMPORARY PAVEMENT WEDGES AS DIRECTED BY THE RESIDENT ENGINEER (TAPER 1:600 MIN.)
2. BRIDGE #95N
   - 50mm OF EXISTING PAVEMENT
   - HAS MEMBRANE
   - AT GRADE APPROACH SLABS
   - INSTALL PLUG JOINTS AT BOTH ABUTMENTS
3. BRIDGE #96N
   - 50mm OF EXISTING PAVEMENT
   - HAS MEMBRANE
   - AT GRADE APPROACH SLABS
   - FINGER JOINT AT PIER, NO JONTS REQUIRED AT END OF BRIDGE
4. BRIDGE #97N
   - 50mm OF EXISTING PAVEMENT
   - HAS MEMBRANE
   - AT GRADE APPROACH SLABS
   - NO JOINTS REQUIRED
5. BRIDGE #100N
   - 50mm OF EXISTING PAVEMENT
   - HAS MEMBRANE
   - AT GRADE APPROACH SLABS
   - INSTALL PLUG JOINTS AT BOTH ABUTMENTS
6. BRIDGE #102N
   - 50mm OF EXISTING PAVEMENT
   - HAS MEMBRANE
   - AT GRADE APPROACH SLABS
   - INSTALL PLUG JOINT AT SECOND ABUTMENT, FIRST HAS A FINGER JOINT




## COLD PLANE DETAIL @ BRIDGE

### LOCATION

**NORTHBOUND**

√ BRIDGE #95-N, STA 223+338
√ BRIDGE #96-N, STA 225+190
√ BRIDGE #97-N, STA 227+795
√ BRIDGE #100-N, STA 234+506
√ BRIDGE #102-N, STA 251+015

NOTE:

SPECIAL PRECAUTIONS MUST BE TAKEN TO PREVENT DAMAGE TO THE EXISTING MEMBRANES AT BRIDGES. THE CONTRACTOR SHALL PERFORM COLD PLANING WITH CAUTION AT THESE LOCATIONS.

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**PROJECT TYPICAL SHEET #2**

DESIGNED BY BCE/PJM DATE 9-00
DRAWN BY C.E.A., INC. DATE 9-00
DESIGN FILE NO. /pave/99a204/pa204.dgn
PRF FILE pa204pt2.1 DATE PLOTTED 03-APR-2008 15:02
PROJ. NAME **LYNDON - BARTON**
PROJ. NO. **IM 091-3(10)**
SHEET **3** OF **17** SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

# QUANTITY SHEET

VAOT Metric

## APPROXIMATE SUMMARY OF QUANTITIES

| R.O.W. | | NON-GOV'T PARTICIPATING | GOV'T PARTICIPATING BRIDGE | GOV'T PARTICIPATING ROADWAY | QUANTITIES GRAND TOTAL | UNIT | ITEMS | ITEM NO. | ROUNDING |
|---|---|---|---|---|---|---|---|---|---|
| | | | | 10,250 | 10,250 | M | SHOULDER BERM REMOVAL | 203.99 | EST |
| | | | | 1 | 1 | $m^3$ | TRENCH EXCAVATION OF EARTH (N.A.B.I.) | 204.20 | EST |
| | | | | 386,000 | 386,000 | $m^2$ | COLD PLANING - BITUMINOUS PAVEMENT | 210.10 | 550 |
| | | | | 48,400 | 48,400 | M | MILLED RUMBLE STRIPS | 213.10 | EST |
| | | | | 8,500 | 8,500 | T | AGGREGATE SHOULDERS (MOD.) | 402.12 | EST |
| | | | | 95,000 | 95,000 | KG | EMULSIFIED ASPHALT | 404.65 | EST |
| | | | | 1 | 1 | LS | PRICE ADJUSTMENT ASPHALT CEMENT (N.A.B.I.) | 406.50 | -- |
| | | | | 58,000 | 58,000 | T | SUPERPAVE BITUM. CONC. PAVEMENT (PG 58-34) | 490.30 | 1,610 |
| | | | 60 | | 60 | M | BRIDGE EXPANSION JOINT (ASPHALTIC PLUG JOINT) | 516.10 | -- |
| | | | | 300 | 300 | M | CLEANING CULVERT PIPE IN PLACE (0-600 MM DIA. INCLUSIVE) | 601.995 | -- |
| | | | | 300 | 300 | M | CLEANING CULVERT IN PLACE (GREATER THAN 600 MM DIA.) | 601.996 | -- |
| | | | | 5 | 5 | EA | CHANGING ELEVATION OF DI'S, CB'S OR MH'S | 604.40 | -- |
| | | | | 58 | 58 | EA | REHABILITATION OF DI, CB OR MH, CLASS I | 604.412 | -- |
| | | | | 100 | 100 | HR | POWER GRADER RENTAL | 608.15 | EST |
| | | | | 135 | 135 | HR | ALL PURPOSE EXCAVATOR RENTAL, TYPE I | 608.25 | EST |
| | | | | 20 | 20 | HR | POWER BROOM RENTAL | 608.30 | EST |
| | | | | 500 | 500 | HR | POWER BROOM RENTAL, TYPE II | 608.31 | EST |
| | | | | 50 | 50 | HR | TRUCK RENTAL | 608.37 | EST |
| | | | | 130 | 130 | HR | LOADER RENTAL, TYPE I | 608.40 | EST |
| | | | | 30 | 30 | T | DUST AND ICE CONTROL WITH CALCIUM CHLORIDE | 609.15 | -- |
| | | | | 20 | 20 | $m^3$ | STONE FILL, TYPE I | 613.10 | EST |
| | | | | 1,285 | 1,285 | M | TREATED TIMBER CURB | 616.35 | -- |
| | | | | 210 | 210 | M | SNOW BARRIER - GALVANIZED | 620.75 | 3.6 |
| | | | | 865 | 865 | M | CABLE GUARD RAIL (MOD) | 621.17 | -- |
| | | | | 50 | 50 | M | STEEL BEAM GUARD RAIL | 621.20 | 4.4 |
| | | | | 6 | 6 | EA | MANUFACTURED TERMINAL SECTION (FLARED) | 621.505 | -- |
| | | | | 1,900 | 1,900 | M | REMOVING AND RESET GUARD RAIL | 621.75 | 40 |
| | | | | 280 | 280 | EA | REPLACE GUARD RAIL POST ASSEMBLY | 621.76 | -- |
| | | | | 140 | 140 | EA | REPLACE GUARD RAIL BEAM UNIT | 621.77 | -- |
| | | | | 60 | 60 | M | REMOVAL AND DISPOSAL OF GUARD RAIL | 621.80 | 3.0 |
| | | | | 1,000 | 1,000 | HR | UNIFORMED TRAFFIC OFFICERS | 630.10 | EST |
| | | | | 3,000 | 3,000 | HR | FLAGGERS | 630.15 | EST |
| | | | | 1 | 1 | LS | FIELD OFFICE - ENGINEERS | 631.10 | -- |
| | | | | 1 | 1 | LS | TESTING EQUIPMENT - CONCRETE | 631.16 | -- |
| | | | | 1 | 1 | LS | TESTING EQUIPMENT - BITUMINOUS | 631.17 | -- |
| | | | | 1 | 1 | LS | FIELD OFFICE - TELEPHONE (N.A.B.I.) | 631.25 | EST |
| | | | | 1 | 1 | LS | MOBILIZATION | 635.10 | EST |
| | | | | 1 | 1 | LS | TRAFFIC CONTROL | 641.10 | EST |
| | | | | 4 | 4 | EA | PORTABLE CHANGEABLE MESSAGE SIGN | 641.15 | -- |
| | | | | 500 | 500 | M | DURABLE 100 MM WHITE LINE | 646.40 | -- |
| | | | | 24,750 | 24,750 | M | DURABLE 150 MM WHITE LINE | 646.414 | -- |
| | | | | 10,078 | 10,078 | M | DURABLE 150 MM WHITE LINE (MOD. 1) | 646.414 | -- |
| | | | | 8,172 | 8,172 | M | DURABLE 150 MM WHITE LINE (MOD. 2) | 646.414 | -- |
| | | | | 18,000 | 18,000 | M | DURABLE 150 MM YELLOW LINE | 646.415 | |
| | | | | 8,062 | 8,062 | M | DURABLE 150 MM YELLOW LINE (MOD. 1) | 646.415 | -- |
| | | | | 7,242 | 7,242 | M | DURABLE 150 MM YELLOW LINE (MOD. 2) | 646.415 | -- |

## DETAILED SUMMARY OF QUANTITIES

| QUANTITIES | UNIT | ITEMS |
|---|---|---|
| | | COLD PLANING - BITUMINOUS PAVEMENT |
| 356,850 | $m^2$ | MAINLINE - NORTHBOUND |
| 4,500 | $m^2$ | INTERCHANGE 23 (INCLUDING ACCEL./DECEL. LANES) |
| 8,100 | $m^2$ | INTERCHANGE 24 (INCLUDING ACCEL./DECEL. LANES) |
| 3,000 | $m^2$ | INTERCHANGE 25 (INCLUDING ACCEL./DECEL. LANES) |
| 7,000 | $m^2$ | SCENIC VIEW AREAS ACCEL./DECEL. LANES |
| 6,000 | $m^2$ | U-TURNS |
| 550 | $m^2$ | ROUNDING |
| 386,000 | $m^2$ | TOTAL |
| | | SUPERPAVE BITUM. CONC. PAVEMENT (PG 58-34) |
| | | TYPE IVS (LEVELING/BRIDGES) |
| 12,850 | T | NORTHBOUND - MAINLINE |
| 175 | T | INTERCHANGE 23 |
| 300 | T | INTERCHANGE 24 |
| 125 | T | INTERCHANGE 25 |
| 400 | T | SCENIC VIEW AREAS ACCEL./DECEL. LANES |
| 215 | T | U-TURNS |
| 175 | T | BRIDGES |
| | | TYPE IIIS (WEARING) |
| 38,600 | T | NORTHBOUND - MAINLINE |
| 500 | T | INTERCHANGE 23 |
| 875 | T | INTERCHANGE 24 |
| 325 | T | INTERCHANGE 25 |
| 1,200 | T | SCENIC VIEW AREAS ACCEL./DECEL. LANES |
| 650 | T | U-TURNS |
| 1,610 | T | ROUNDING |
| 58,000 | T | TOTAL |

## DETAILED SUMMARY OF QUANTITIES

| QUANTITIES | UNIT | ITEMS |
|---|---|---|
| | | FINAL QUANTITIES ARE ARCHIVED WITH THE FIELD BOOKS |

| STATIONS FROM | STATIONS TO | PAVEMENT WIDTHS | | | EQUATIONS + | EQUATIONS - | meters | kilometers | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |

TOTALS

ARCHIVED IN DPR

REVISED LSW 06-01-01

**QUANTITY SHEET #1**

PROJECT NAME **LYNDON - BARTON** /pave/99a204/pa204.dgn
PROJECT NUMBER **IM 091 - 3(10)** pa204qsl.i

STATE OF VERMONT
AGENCY OF TRANSPORTATION

# QUANTITY SHEET

VAOT Metric

## APPROXIMATE SUMMARY OF QUANTITIES

| R.O.W. | EMPLOYEE TRAINEESHIP | NON-GOV'T PARTICIPATING | GOV'T PARTICIPATING BRIDGE | GOV'T PARTICIPATING ROADWAY | QUANTITIES GRAND TOTAL | UNIT | ITEMS | ITEM NO. | ROUNDING |
|---|---|---|---|---|---|---|---|---|---|
| | | | | 700 | 700 | M | DURABLE 300 MM WHITE LINE | 646.44 | -- |
| | | | | 10 | 10 | M | DURABLE 300 MM YELLOW LINE | 646.45 | -- |
| | | | | 30 | 30 | M | DURABLE 600 MM STOP BAR | 646.46 | -- |
| | | | | 26 | 26 | EA | DURABLE LETTER OR SYMBOL | 646.50 | -- |
| | | | | 1,000 | 1,000 | M | TEMPORARY 100 MM WHITE LINE | 646.60 | EST |
| | | | | 86,000 | 86,000 | M | TEMPORARY 150 MM WHITE LINE | 646.614 | EST |
| | | | | 65,000 | 65,000 | M | TEMPORARY 150 MM YELLOW LINE | 646.615 | EST |
| | | | | 1,400 | 1,400 | M | TEMPORARY 300 MM WHITE LINE | 646.64 | EST |
| | | | | 60 | 60 | M | TEMPORARY 600 MM STOP BAR | 646.66 | EST |
| | | | | 52 | 52 | EA | TEMPORARY LETTERS OR SYMBOLS | 646.70 | -- |
| | | | | 5,000 | 5,000 | EA | LINE STRIPING TARGETS | 646.76 | EST |
| | | | | 8.0 | 8.0 | $m^2$ | TRAFFIC SIGNS, TYPE A | 675.20 | 0.19 |
| | | | | 36.8 | 36.8 | M | FLANGED CHANNEL SIGN POST | 675.301 | -- |
| | | | | 1 | 1 | M | FLANGED CHANNEL SIGN POST (MOD.) | 675.301 | -- |
| | | | | 12 | 12 | EA | REMOVING SIGNS | 675.50 | -- |

## DETAILED SUMMARY OF QUANTITIES

| QUANTITIES | UNIT | ITEMS |
|---|---|---|

## DETAILED SUMMARY OF QUANTITIES

| QUANTITIES | UNIT | ITEMS |
|---|---|---|
| | | **FINAL QUANTITIES ARE ARCHIVED WITH THE FIELD BOOKS** |

| STATIONS FROM | STATIONS TO | PAVEMENT WIDTHS | | | EQUATIONS + | EQUATIONS - | meters | kilometers | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |

**ARCHIVED IN DPR**

TOTALS

**QUANTITY SHEET #2**

PROJECT NAME **LYNDON – BARTON** /pave/99a204/pa204.dgn
PROJECT NUMBER **IM 091 – 3(10)** pa204qs2.1

# ITEM DETAIL SUMMARY SHEET

VAOT Metric

| LOCATION | | | MISCELLANEOUS ITEMS | | | | | | | | DRAINAGE ITEMS | | | | | | | | GUARD RAIL ITEMS | | | | | | | | | | | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STA | STA | POS. | 203.15 COM. EXCAV. | 203.16 SOLID ROCK EXCAV. | 204.20 TRENCH EXCAV. OF EARTH | 301.28 SUBBASE OF CRUSHED GRAVEL | 402.12 AGG. SHOULD. & AGG. SHOULD. (MOD.) | 613.10 STONE FILL, TYPE I | 616.20 GRANITE SLOPE EDGING | 616.47 B. CONC. GUTTER & TRAF. ISLAND | 501.25 CONC. CLASS B | 507.15 REIN. STEEL | 604.40 CHANGE ELEV. | 604.412 REHAB. D.I. CLASS I | 604.47 CAST IRON GRATE TYPE D | NEW PIPE DIA. | NEW PIPE LENGTH / THICL | | 616.35 TREATED TIMBER CURB | 621.17 CABLE GUARD RAIL (MOD.) | ~~621.20~~ STEEL POST G.R. | 621.20 CO#3 ~~(MOD.)~~ 2.4 M STEEL POST G.R. | 621.21 H.D. STEEL BEAM G.R. | 621.505 MANU-FACTURED TERMINAL SECTION (FLARED) | 621.60 ANCHOR FOR G.R. | 621.75 REMOVE AND RESET G.R. | 621.76 REPLACE POST ASSEM. | 621.77 REPLACE BEAM UNIT | 621.79 ADJUST HEIGHT OF G.R. | 621.80 REMOVE & DISP. OF G.R. | 621.81 REMOVE & DISP. OF GUIDE POSTS | |
| | | | m 3 | m 3 | m 3 | T | T | m 3 | M | T | m 3 | KG | EA | EA | EA | mm | M | | EA | M | M | M | M | EA | EA | M | EA | EA | M | M | EA | |
| LYNDON-BARTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ~~222+089~~ | ~~222+139~~ | ~~RT~~ | | | | | | | | | | | | | | | | | | ~~50~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~222+880~~ | ~~223+215~~ | ~~RT~~ | | | | | | | | | | | | | | | | | ~~210~~ | | | | | | | ~~335~~ | ~~90~~ | ~~45~~ | | | | |
| 222+870 | 223+176 | RT | | | | | | | | | | | | | | | | | | | | 297.3 | | | | | | | | | 308.7 | |
| ~~223+910~~ | | ~~RT~~ | | | | | | ~~2.5~~ | | | | | | | | | | | | | | | | | | | | | | | | |
| ~~223+970~~ | ~~224+020~~ | ~~RT~~ | | | | | | | | | | | | | | | | | | ~~50~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~224+734~~ | ~~224+756~~ | ~~RT~~ | | | | | | | | | | | | | | | | | | | ~~22.8~~ | | | | | | | | | ~~22.8~~ | | |
| 224+700 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | | | |
| ~~224+775~~ | ~~225+115~~ | ~~RT~~ | | | | | | | | | | | | | | | | | ~~340~~ | | | | | | | ~~340~~ | ~~40~~ | ~~20~~ | | | | |
| 224+725 | 225+115 | RT | | | | | | | | | | | | | | | | | | | | 396.2 | | | | | | | | | 404 | |
| ~~225+620~~ | ~~225+695~~ | ~~RT~~ | | | | | | | | | | | | | | | | | | ~~75~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~226+430~~ | ~~226+440~~ | ~~RT~~ | | | | | | | | | | | | | | | | | | ~~10~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL AT MISSING POST.~~ |
| ~~227+143~~ | ~~227+738~~ | ~~LT~~ | | | | | | | | | | | | | | | | | ~~515~~ | | | | | | | ~~595~~ | ~~80~~ | ~~40~~ | | | | |
| 227+143 | 227+756 | LT | | | | | | | | | | | | | | | | | | | | 613.4 | | | | | | | | | 613.4 | |
| ~~227+370~~ | ~~227+560~~ | ~~RT~~ | | | | | | | | | | | | | | | | | | | | | | | | ~~190~~ | ~~20~~ | ~~10~~ | | | | |
| 227+250 | 227+517 | RT | | | | | | | | | | | | | | | | | | | | 266.8 | | | | | | | | | 278 | |
| ~~228+220~~ | ~~228+285~~ | ~~LT~~ | | | | | | | | | | | | | | | | | | ~~65~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~229+170~~ | ~~229+220~~ | ~~LT~~ | | | | | | | | | | | | | | | | | | ~~50~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~229+650~~ | ~~229+700~~ | ~~LT~~ | | | | | | | | | | | | | | | | | | ~~50~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~230+930~~ | ~~231+100~~ | ~~LT~~ | | | | | | | | | | | | | | | | | | ~~110~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~231+322~~ | ~~231+345~~ | ~~RT~~ | | | | | | | | | | | | | | | | | | | ~~22.8~~ | | | | | | | | | ~~22.8~~ | | |
| 231+595 | 232+215 | RT | | | | | | | | | | | | | | | | | | | | 620.3 | | | | | | | | | 620.3 | |
| ~~231+550~~ | ~~231+950~~ | ~~RT~~ | | | | | | | | | | | | | | | | | ~~220~~ | | | | | | | ~~400~~ | ~~50~~ | ~~25~~ | | | | |
| ~~233+210~~ | | ~~RT~~ | | | | | | ~~5~~ | | | | | | | | | | | | | | | | | | | | | | | | |
| ~~233+260~~ | | ~~LT~~ | | | | | | ~~10~~ | | | | | | | | | | | | | | | | | | | | | | | | |
| ~~220+720~~ | ~~251+138~~ | ~~RT~~ | | | | | | | | | | | | | | | | | | | | | | ~~6~~ | | | | | | ~~11.4~~ | | ~~REPLACE DAMAGED MELT.~~ |
| ~~234+965~~ | ~~234+995~~ | ~~RT~~ | | | | | | | | | | | | | | | | | | ~~30~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~235+705~~ | ~~236+930~~ | ~~LT~~ | | | | | | | | | | | | | | | | | | ~~100~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL AS NEEDED.~~ |
| 238+700 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | 3 | | | | |
| ~~240+760~~ | ~~240+810~~ | ~~LT~~ | | | | | | | | | | | | | | | | | | ~~50~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~241+200~~ | ~~241+275~~ | ~~LT~~ | | | | | | | | | | | | | | | | | | ~~75~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~242+000~~ | ~~242+050~~ | ~~LT~~ | | | | | | | | | | | | | | | | | | ~~50~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~242+400~~ | ~~242+450~~ | ~~RT~~ | | | | | | | | | | | | | | | | | | ~~50~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| ~~244+700~~ | ~~244+750~~ | ~~RT~~ | | | | | | | | | | | | | | | | | | ~~50~~ | | | | | | | | | | | | ~~REPAIR EXISTING CABLE RAIL.~~ |
| | ~~SUB-TOTALS~~ | | | | | | | ~~17.5~~ | | | | | | | | | | | ~~1,285~~ | ~~865~~ | ~~45.6~~ | | | | | ~~1,860~~ | ~~280~~ | ~~140~~ | | ~~57.0~~ | | |
| | ROUNDING | | | | | | | ~~2.5~~ | | | | | | | | | | | ~~--~~ | ~~--~~ | ~~4.4~~ | | | | | ~~40~~ | ~~--~~ | ~~--~~ | | ~~3.0~~ | | |
| | ~~TOTALS~~ | | | | | | | ~~20~~ | | | | | | | | | | | ~~1,285~~ | ~~865~~ | ~~50~~ | | | | | ~~1,900~~ | ~~280~~ | ~~140~~ | | ~~60~~ | | |
| 238+700 | | RT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| 238+700 | | RT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | 11.4 | | |
| 238+700 | | RT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| | TOTALS | | | | | | | | | | | | | | | | | | | | | 2194.0 | | 3 | | | | 5 | | 2235.8 | | |

ARCHIVED IN DPR

FINAL QUANTITIES ARE ARCHIVED WITH THE FIELD BOOKS

**ITEM DETAIL SHEET**

DESIGNED BY BCE/PJM DATE 2-01

DRAWN BY C.E.A., INC. DATE 2-01

DESIGN FILE NO. /pave/99a204/pa204.dgn

PRF FILE pa204id.i DATE PLOTTED 03-APR-2008 15:

PROJ. NAME **LYNDON - BARTON**

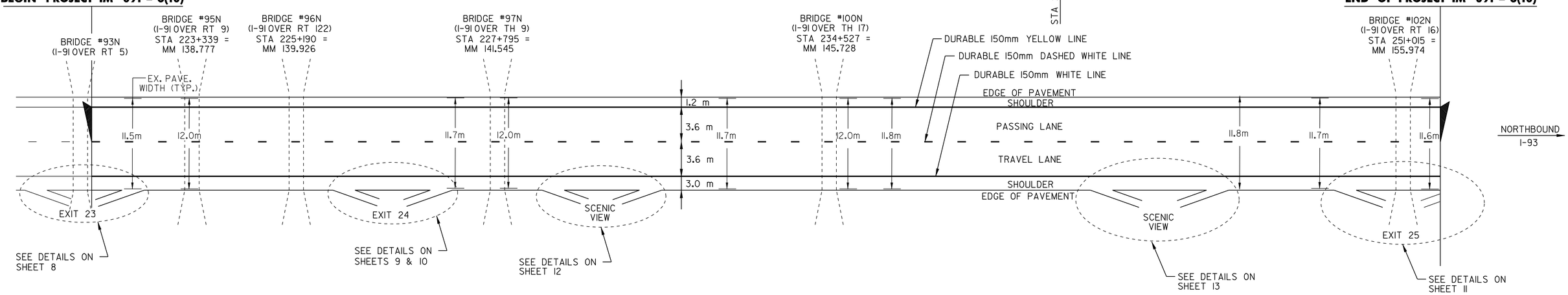
PROJ. NO. **IM 091 - 3(10)**

SHEET **6** OF **17** SHEETS

**INTERSTATE ROUTE 91**
**NORTHBOUND**
**STA 220+719.9**
**(MM 137.149)**
**BEGIN PROJECT IM 091 – 3(10)**

DISTRICT #7 | DISTRICT #9
STA 242+600

**INTERSTATE ROUTE 91**
**NORTHBOUND**
**STA 251+138.1**
**(MM 156.050)**
**END OF PROJECT IM 091 – 3(10)**




TEMPORARY 150mm WHITE LINE

| | |
|---|---|
| STA 220+720 TO 251+219 | SOLID RT |
| STA 220+720 TO 251+219 | DASHED C.L. |

TEMPORARY 150mm YELLOW LINE

| | |
|---|---|
| STA 220+720 TO 251+219 | SOLID LT |

234+935

DURABLE 150mm WHITE LINE

| | |
|---|---|
| ~~STA 220+720 TO 221+258~~ | ~~SOLID RT~~ |
| STA ~~235+757~~ TO 251+219 | SOLID RT |
| ~~STA 220+720 TO 221+258~~ | ~~DASHED C.L.~~ |
| STA ~~235+757~~ TO 251+219 234+935 | DASHED C.L. |

DURABLE 150mm YELLOW LINE

| | |
|---|---|
| ~~STA 220+720 TO 221+258~~ | ~~SOLID LT~~ |
| STA ~~235+757~~ TO 251+219 234+935 | SOLID LT |

STA 220+720 TO 227+978

DURABLE 150mm WHITE LINE (MOD. 1)

| | |
|---|---|
| ~~STA 221+258 TO 228+516~~ | ~~SOLID RT~~ |
| ~~STA 221+258 TO 228+516~~ STA 220+720 TO 227+978 | DASHED C.L. |

DURABLE 150mm YELLOW LINE (MOD. 1)

| | |
|---|---|
| ~~STA 221+258 TO 228+516~~ STA 220+720 TO 227+978 | ~~SOLID LT~~ |

STA 227+978 TO 234+935

DURABLE 150mm WHITE LINE (MOD. 2)

| | |
|---|---|
| ~~STA 228+516 TO 235+757~~ | ~~SOLID RT~~ |
| ~~STA 228+516 TO 235+757~~ STA 227+978 TO 234+935 | DASHED C.L. |

DURABLE 150mm YELLOW LINE (MOD. 2)

| | |
|---|---|
| ~~STA 228+516 TO 235+757~~ STA 227+978 TO 234+935 | ~~SOLID LT~~ |

CHANGING ELEVATION/REHABILITATION OF D.I., C.B., OR M.H.

| | | |
|---|---|---|
| STA 222+697 RT REHAB | STA 235+930 LT CHANGE ELEV | STA 222+083 TO 222+185 LT |
| STA 222+985 RT COVERED | STA 235+994 LT CHANGE ELEV | STA 222+540 TO 222+620 RT |
| STA 223+087 RT COVERED | STA 236+075 LT CHANGE ELEV | STA 224+568 TO 224+777 RT |
| STA 223+425 LT COVERED | STA 236+139 LT REHAB | STA 226+386 TO 226+575 LT |
| STA 224+858 RT COVERED | STA 236+220 LT REHAB | STA 227+272 TO 227+561 RT |
| STA 224+938 RT COVERED | STA 236+284 LT REHAB | STA 228+221 TO 229+219 LT |
| STA 225+036 RT COVERED | STA 236+364 LT REHAB | STA 229+573 TO 229+766 LT |
| STA 225+112 RT COVERED | STA 236+445 LT CHANGE ELEV | STA 230+876 TO 231+359 LT |
| STA 225+144 RT COVERED & REHAB | STA 236+525 LT REHAB | STA 231+247 TO 231+343 RT |
| STA 225+664 RT REHAB | ~~STA 236+606 LT~~ | STA 233+081 TO 233+355 LT |
| STA 227+288 LT COVERED | STA 238+762 RT REHAB | STA 233+097 TO 233+371 RT |
| STA 227+384 LT&RT COVERED | STA 238+827 LT&RT CE/REHAB | STA 234+835 TO 234+996 RT |
| STA 227+497 LT&RT COVERED | STA 238+907 LT&RT CE/CE | STA 235+704 TO 235+801 LT |
| STA 227+577 LT COVERED | STA 238+988 LT&RT CE/REHAB | STA 236+670 TO 236+928 LT |
| STA 227+626 LT COVERED | STA 239+052 LT&RT CE/REHAB | STA 237+217 TO 237+394 LT |
| STA 227+706 LT COVERED | STA 242+142 LT CHANGE ELEV | STA 241+000 TO 241+466 LT |
| STA 227+779 RT CHANGE ELEV | STA 242+222 LT REHAB | STA 241+997 TO 242+061 LT |
| STA 230+095 RT (SCENIC VIEW) CE | STA 242+303 LT REHAB | STA 244+202 TO 244+282 LT |
| STA 231+729 RT COVERED | STA 242+383 LT CHANGE ELEV | STA 244+234 TO 244+789 RT |
| STA 231+826 RT COVERED | STA 242+448 LT REHAB | STA 245+409 TO 245+489 LT |
| STA 231+874 RT COVERED | STA 245+522 LT REHAB | |
| STA 231+955 RT COVERED | STA 245+586 LT CHANGE ELEV | |
| STA 232+019 RT COVERED | STA 245+658 LT CHANGE ELEV | |
| STA 232+116 RT COVERED | STA 250+092 LT REHAB | |
| STA 232+180 RT COVERED | STA 250+156 LT CHANGE ELEV | |
| STA 234+506 RT CHANGE ELEV | STA 250+239 LT CHANGE ELEV | |
| STA 234+552 LT CHANGE ELEV | STA 250+980 RT CHANGE ELEV | |
| STA 234+564 RT COVERED | STA 251+051 RT CHANGE ELEV | |
| STA 235+801 LT CHANGE ELEV | STA 242+541 LT REHAB | |
| | STA 223+145 RT COVERED | |
| | STA 236+590 LT COVERED | |

NOTE: COVERED PAID AS CHANGE ELEVATION

SEE FIELD BOOK OR ESTIMATE ITEM DETAIL FOR ACTUAL SHOULDER BERM REMOVAL AREAS

SNOW BARRIER - GALVANIZED

| | |
|---|---|
| BRIDGE #95N - | ~~33.6m~~ 33.2m |
| BRIDGE #96N - | ~~43.2m~~ 38.6m |
| BRIDGE #97N - | ~~28.8m~~ 17.4m |
| BRIDGE #100N - | ~~43.2m~~ 39.0lm |
| BRIDGE #102N - | ~~57.6m~~ 56.7m |

NOTE

AT THE REQUEST OF DISTRICT #9, ALL THE PAVEMENT WAS REMOVED FROM BRIDGE 102N. A HEAVY COAT OF EMULSIFIED ASPHALT WAS APPLIED TO THE CONCRETE DECK AND THEN PAVED.

| CORE # | TOWN | ROUTE | DIR | STATION - (MM) | DEPTH (mm) | PCC | SHOULD. CORE | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| 1 | LYNDON | 191 | NB | 220+882 - (137.25) | 115 | -- | R | 30mm OGFC, BRITTLE |
| 2 | LYNDON | 191 | NB | 221+446 - (137.60) | 90 | N | L | 0.45m FROM EDGE OF PAVE. |
| 3 | LYNDON | 191 | NB | 222+250 - (138.10) | 115 | -- | R | 25mm OGFC, BRITTLE |
| 4 | LYNDON | 191 | NB | 224+101 - (139.25) | 100 | -- | R | 20mm OGFC, BRITTLE |
| 5 | LYNDON | 191 | NB | 224+101 - (139.25) | 135 | N | L | 0.45m FROM EDGE OF PAVE. |
| 6 | LYNDON | 191 | NB | 225+598 - (140.18) | 100 | -- | R | 20mm OGFC, BRITTLE |
| 7 | LYNDON | 191 | NB | 227+883 - (141.60) | 100 | N | L | 0.45m FROM EDGE OF PAVE. |
| 8 | LYNDON | 191 | NB | 228+527 - (142.0) | 100 | -- | R | 12mm OGFC, BRITTLE |
| 9 | WHEELOCK | 191 | NB | 230+780 - (143.40) | 95 | -- | R | 12mm OGFC |
| 10 | WHEELOCK | 191 | NB | 231+906 - (144.10) | 125 | N | L | 30mm OGFC |
| 11 | SHEFFIELD | 191 | NB | 232+550 - (144.50) | 100 | -- | R | 12mm OGFC |
| 12 | SHEFFIELD | 191 | NB | 236+010 - (146.65) | 115 | -- | R | 30mm OGFC |
| 13 | SHEFFIELD | 191 | NB | 236+976 - (147.25) | 115 | N | L | 25mm OGFC, 0.45m FROM EDGE OF PAVE. |
| 14 | SHEFFIELD | 191 | NB | 239+229 - (148.65) | 100 | -- | R | 20mm OGFC |
| 15 | SHEFFIELD | 191 | NB | 240+677 - (149.55) | 120 | N | L | 20mm OGFC, 0.45m FROM EDGE OF PAVE. |
| 16 | SHEFFIELD | 191 | NB | 241+402 - (150.0) | 100 | -- | R | 20mm OGFC |
| 17 | SHEFFIELD | 191 | NB | 243+010 - (151.0) | 90 | -- | R | -- |
| 18 | SHEFFIELD | 191 | NB | 244+620 - (152.0) | 95 | -- | R | -- |
| 19 | GLOVER | 191 | NB | 246+230 - (153.0) | 110 | -- | R | -- |
| 20 | GLOVER | 191 | NB | 247+840 - (154.0) | 110 | -- | R | -- |
| 21 | BARTON | 191 | NB | 249+450 - (155.0) | 90 | -- | R | -- |
| 22 | BARTON | 191 | NB | 250+415 - (155.6) | 115 | -- | R | -- |

- ALL SOLID CORES
- NONE OVER ASPHALTED

ARCHIVED IN DPR

VAOT Metric

**PAVING PROJECT LAYOUT (NORTHBOUND)**

DESIGNED BY BCE/PJM DATE 9-00
DRAWN BY C.E.A., INC. DATE 9-00
DESIGN FILE NO. /pave/99a204/pa204.dgn
PRF FILE pa204101.i DATE PLOTTED 03-APR-2008 15:03
PROJ. NAME **LYNDON – BARTON**
PROJ. NO. **IM 091 – 3(10)**
SHEET **7** OF **17** SHEETS

TEMPORARY AND DURABLE 150mm WHITE LINE

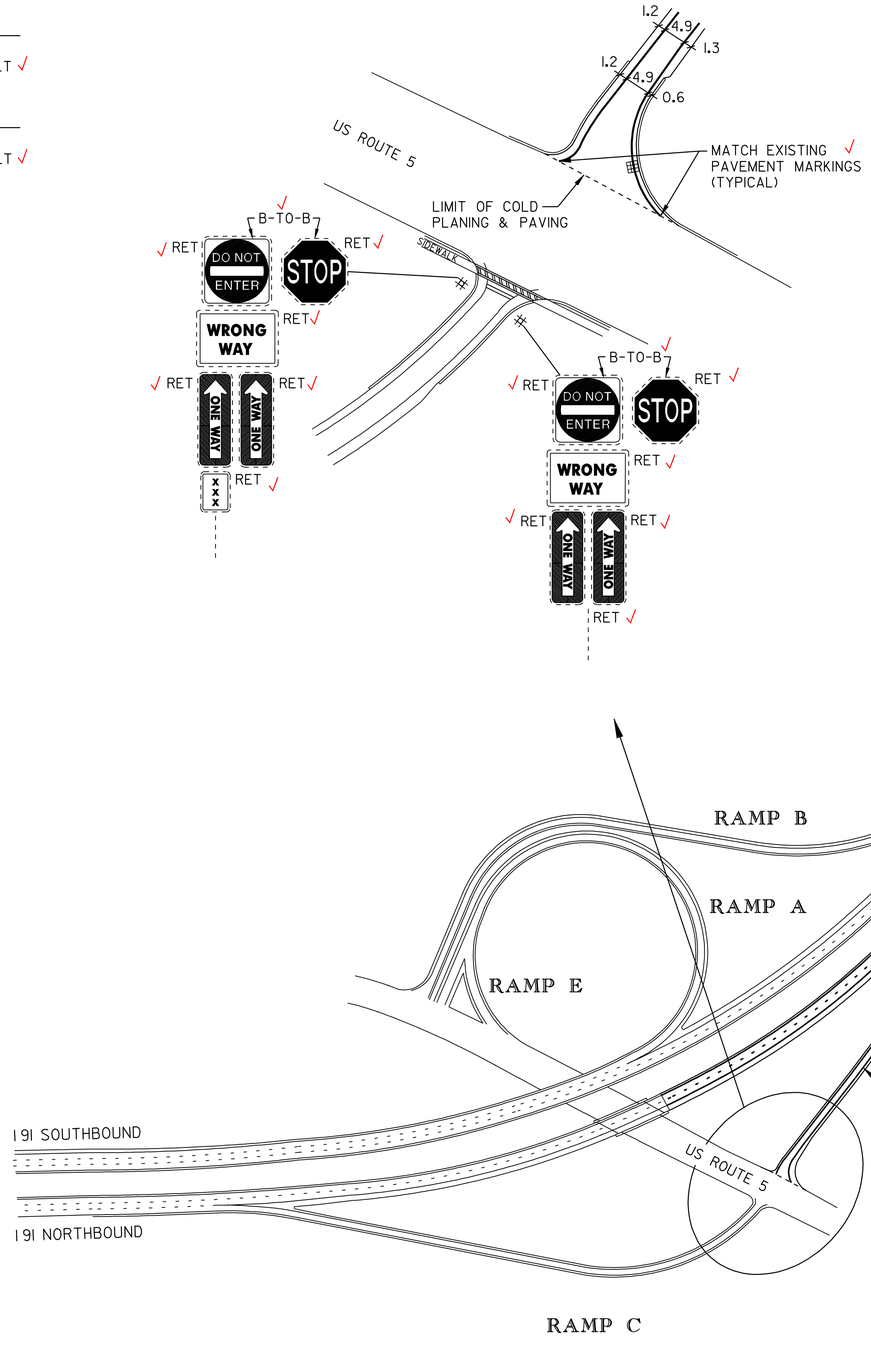
EXIT 23
NORTHBOUND ON RAMP "D" — SOLID RT ✓
NORTHBOUND ON RAMP "D" — DASHED LANE LINE ✓

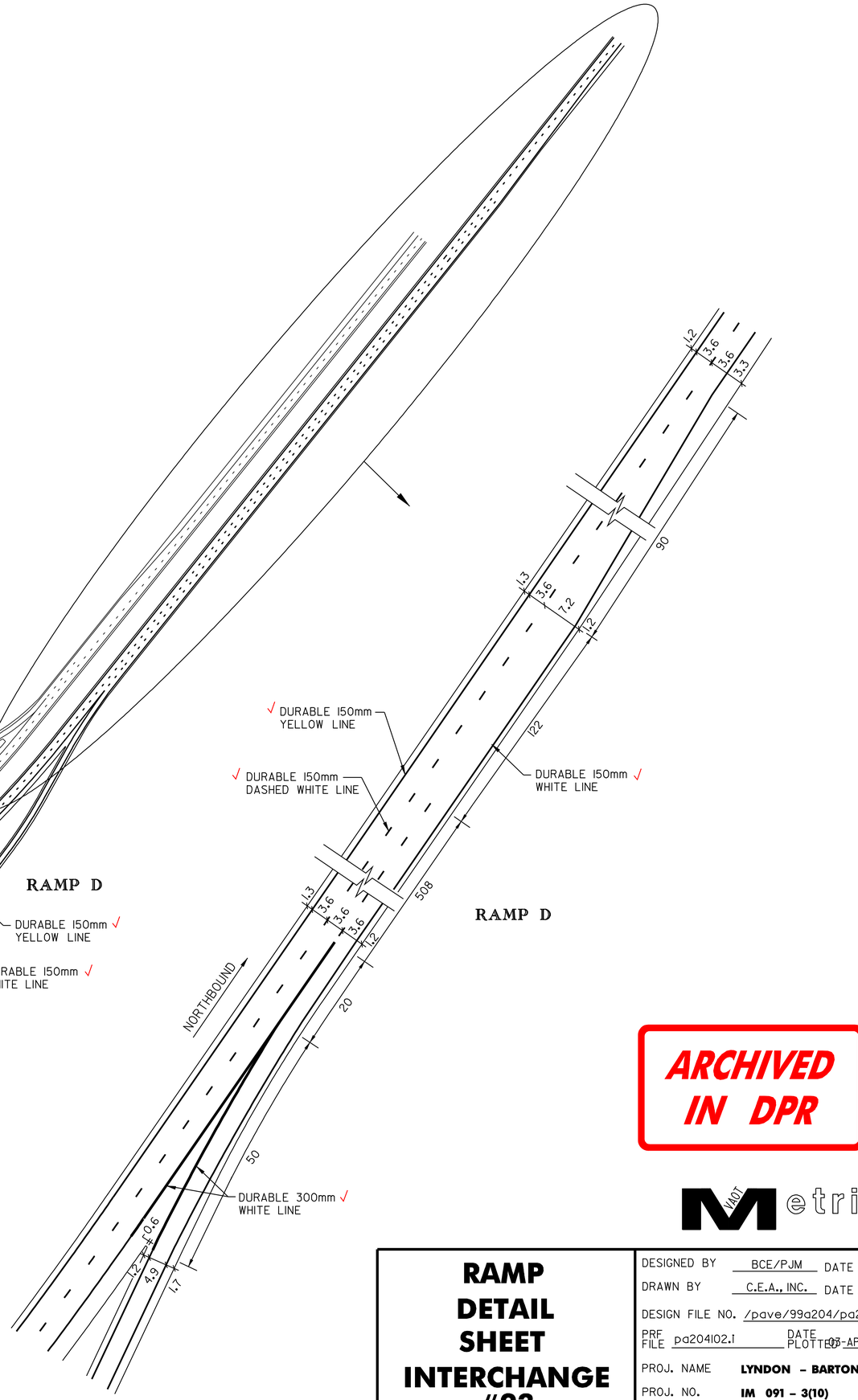
TEMPORARY AND DURABLE 150mm YELLOW LINE

EXIT 23
NORTHBOUND ON RAMP "D" — SOLID LT ✓

TEMPORARY AND DURABLE 300mm WHITE LINE

EXIT 23
NORTHBOUND ON RAMP "D" — SOLID LT ✓




ARCHIVED IN DPR

VAOT Metric

NOTE: ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.
REFER TO STANDARDS E-191M & E-192M
FOR ADDITIONAL DETAILS.

# RAMP DETAIL SHEET INTERCHANGE #23

DESIGNED BY BCE/PJM DATE 9-00
DRAWN BY C.E.A., INC. DATE 9-00
DESIGN FILE NO. /pave/99a204/pa204.dgn
PRF FILE pa204102.1 DATE PLOTTED 03-APR-2008 15:03
PROJ. NAME **LYNDON - BARTON**
PROJ. NO. **IM 091 - 3(10)**
SHEET **8** OF **17** SHEETS

TEMPORARY AND DURABLE 150mm WHITE LINE

EXIT 24
NORTHBOUND OFF RAMP "C" — SOLID RT ✓
NORTHBOUND OFF RAMP "C" — DOTTED RT ✓
NORTHBOUND ON RAMP "D" — SOLID RT ✓
NORTHBOUND ON RAMP "D" — DASHED LANE LINE ✓

TEMPORARY AND DURABLE 150mm YELLOW LINE

EXIT 24
NORTHBOUND OFF RAMP "C" — SOLID LT ✓
NORTHBOUND ON RAMP "D" — SOLID LT ✓

TEMPORARY AND DURABLE 300mm WHITE LINE

EXIT 24
NORTHBOUND OFF RAMP "C" — SOLID LT ✓
NORTHBOUND ON RAMP "D" — SOLID LT ✓

DURABLE 300mm YELLOW LINE

EXIT 24
NORTHBOUND OFF RAMP "C" @ RT 122 — SOLID LT ✓

TEMPORARY AND DURABLE LETTER OR SYMBOL

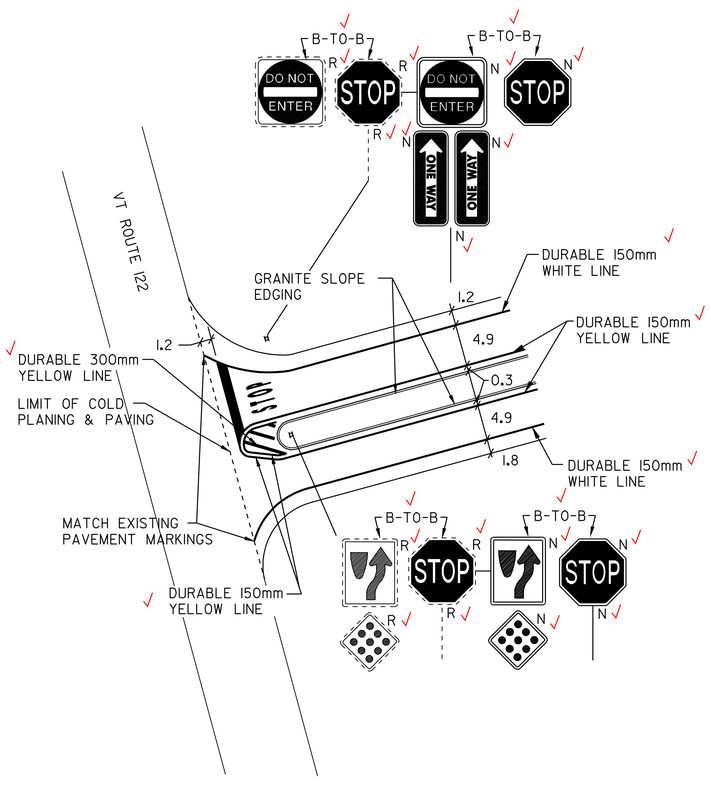
EXIT 24
NORTHBOUND OFF RAMP "C" — "STOP AHEAD" ✓
NORTHBOUND OFF RAMP "C" @ RT 122 — "STOP" ✓ (DURABLE ONLY)

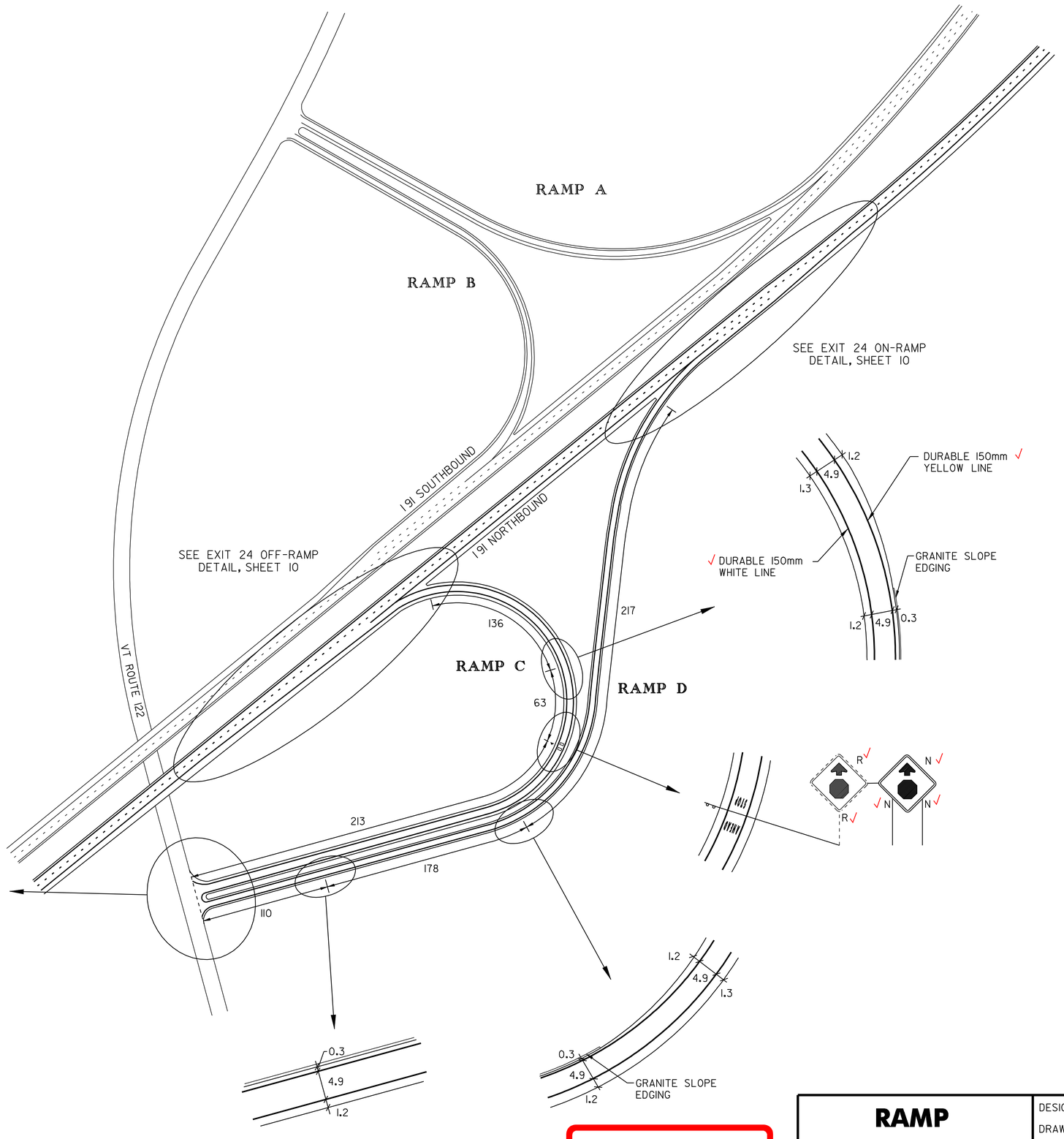
TEMPORARY AND DURABLE 600mm STOP BAR

EXIT 24 ✓
NORTHBOUND OFF RAMP "C" @ RT 122 ✓

REMOVING SIGNS

6 ✓



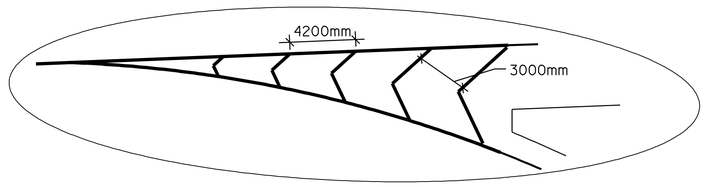

NOTE: ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.
REFER TO STANDARDS E-191M & E-192M FOR ADDITIONAL DETAILS.

ARCHIVED IN DPR

VAOT Metric

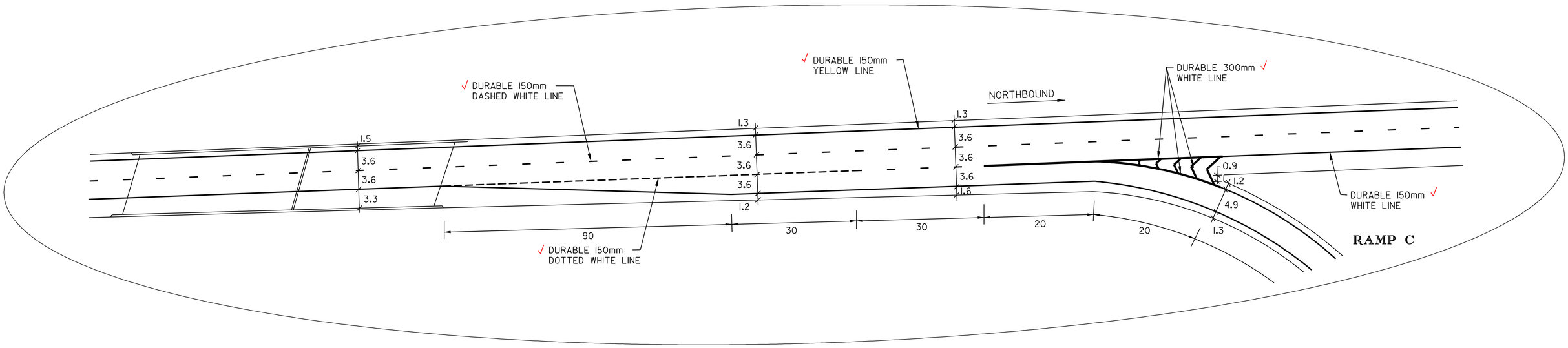
# RAMP DETAIL SHEET INTERCHANGE #24

DESIGNED BY BCE/PJM DATE 9-00
DRAWN BY C.E.A., INC. DATE 9-00
DESIGN FILE NO. /pave/99a204/pa204.dgn
PRF FILE pa204103.1 DATE PLOTTED 03-APR-2008 15:03
PROJ. NAME **LYNDON - BARTON**
PROJ. NO. **IM 091 - 3(10)**
SHEET **9** OF **17** SHEETS

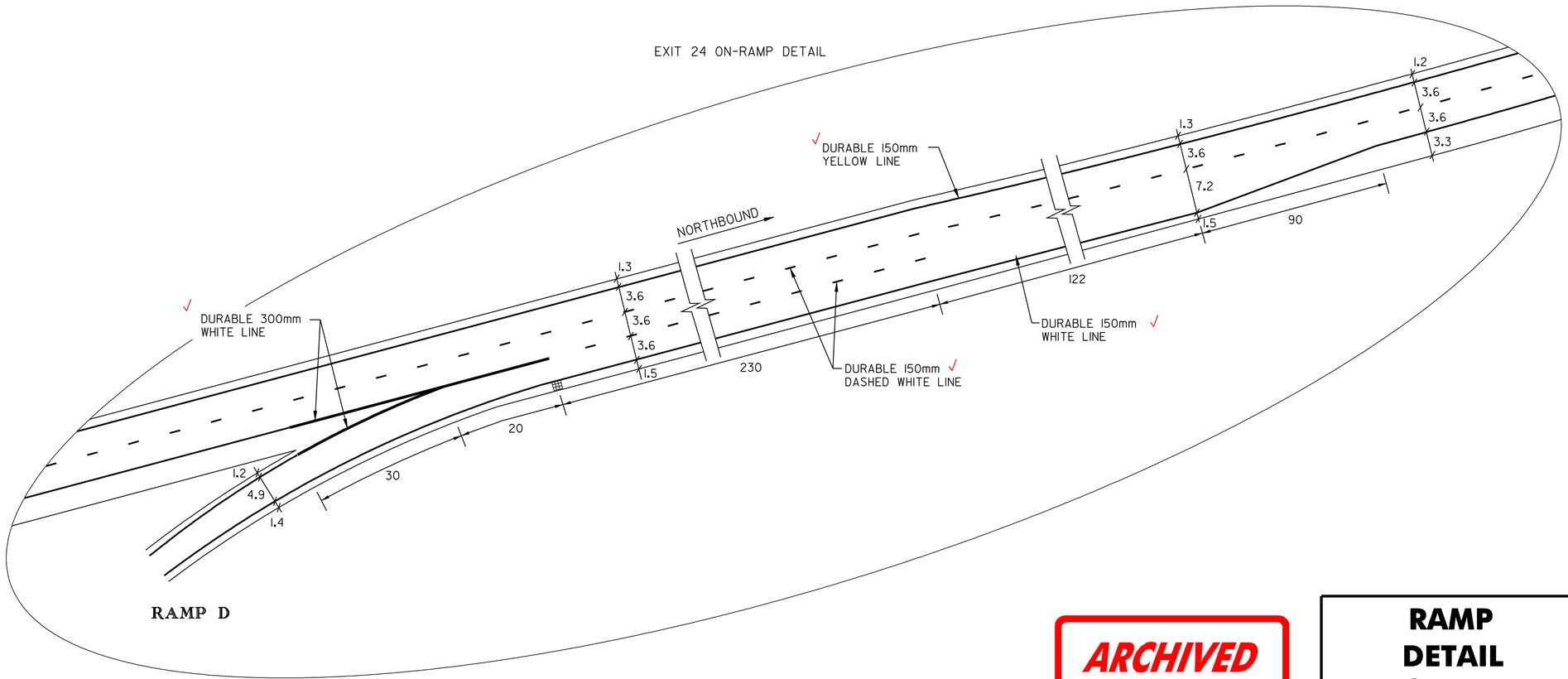



TYPICAL GORE MARKINGS DIMENSIONS

EXIT 24 OFF-RAMP DETAIL




EXIT 24 ON-RAMP DETAIL




NOTE: ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

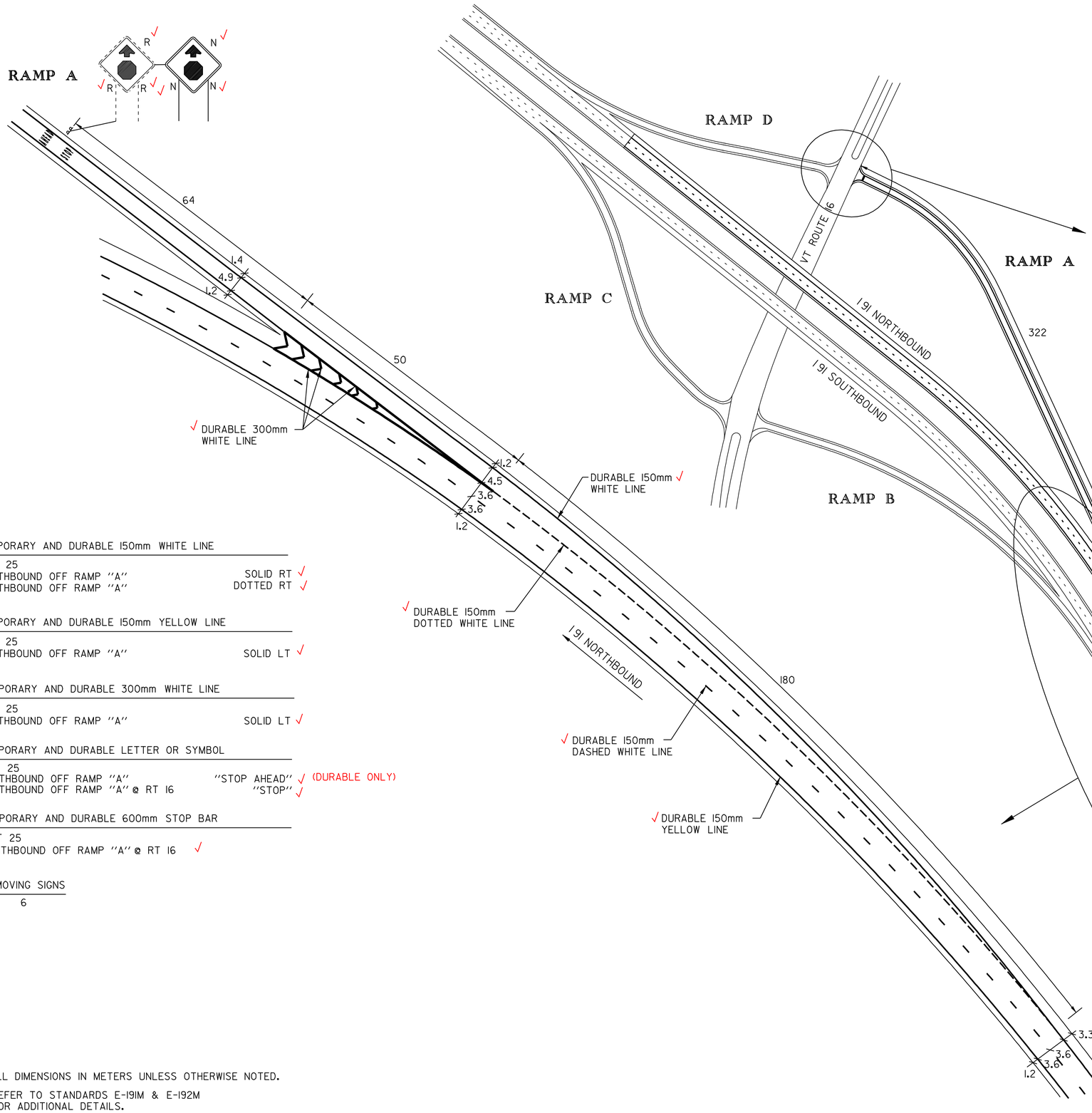
REFER TO STANDARDS E-191M & E-192M
FOR ADDITIONAL DETAILS.

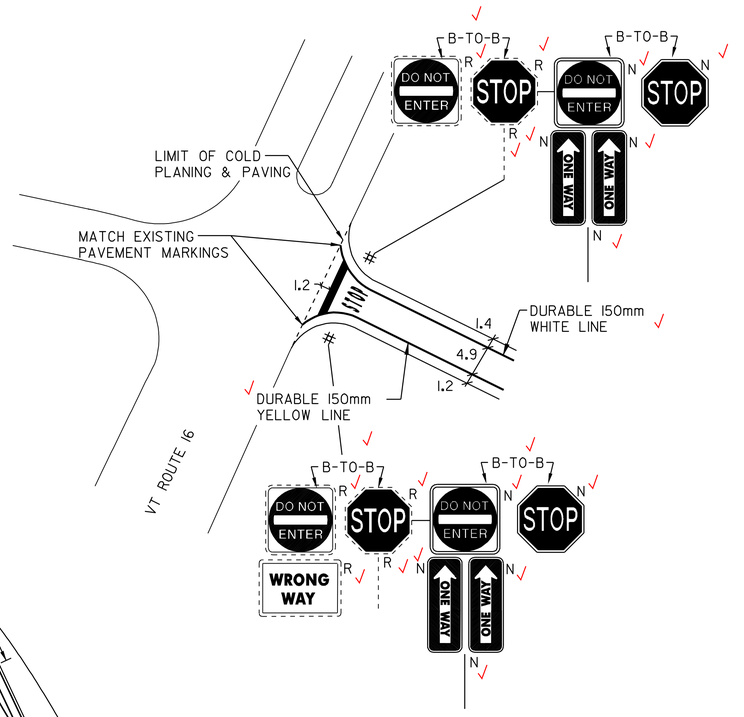
ARCHIVED IN DPR

# RAMP DETAIL SHEET INTERCHANGE #24

VAOT Metric

| | | | |
|---|---|---|---|
| DESIGNED BY | BCE/PJM | DATE | 9-00 |
| DRAWN BY | C.E.A., INC. | DATE | 9-00 |
| DESIGN FILE NO. | /pave/99a204/pa204.dgn | | |
| PRF FILE | pa204104.1 | DATE PLOTTED | 03-APR-2008 15:04 |
| PROJ. NAME | **LYNDON - BARTON** | | |
| PROJ. NO. | **IM 091 - 3(10)** | | |
| SHEET **10** OF **17** SHEETS | | | |




TEMPORARY AND DURABLE 150mm WHITE LINE

EXIT 25
NORTHBOUND OFF RAMP "A" SOLID RT ✓
NORTHBOUND OFF RAMP "A" DOTTED RT ✓

TEMPORARY AND DURABLE 150mm YELLOW LINE

EXIT 25
NORTHBOUND OFF RAMP "A" SOLID LT ✓

TEMPORARY AND DURABLE 300mm WHITE LINE

EXIT 25
NORTHBOUND OFF RAMP "A" SOLID LT ✓

TEMPORARY AND DURABLE LETTER OR SYMBOL

EXIT 25
NORTHBOUND OFF RAMP "A" "STOP AHEAD" ✓ (DURABLE ONLY)
NORTHBOUND OFF RAMP "A" @ RT 16 "STOP" ✓

TEMPORARY AND DURABLE 600mm STOP BAR

EXIT 25
NORTHBOUND OFF RAMP "A" @ RT 16 ✓

REMOVING SIGNS

6

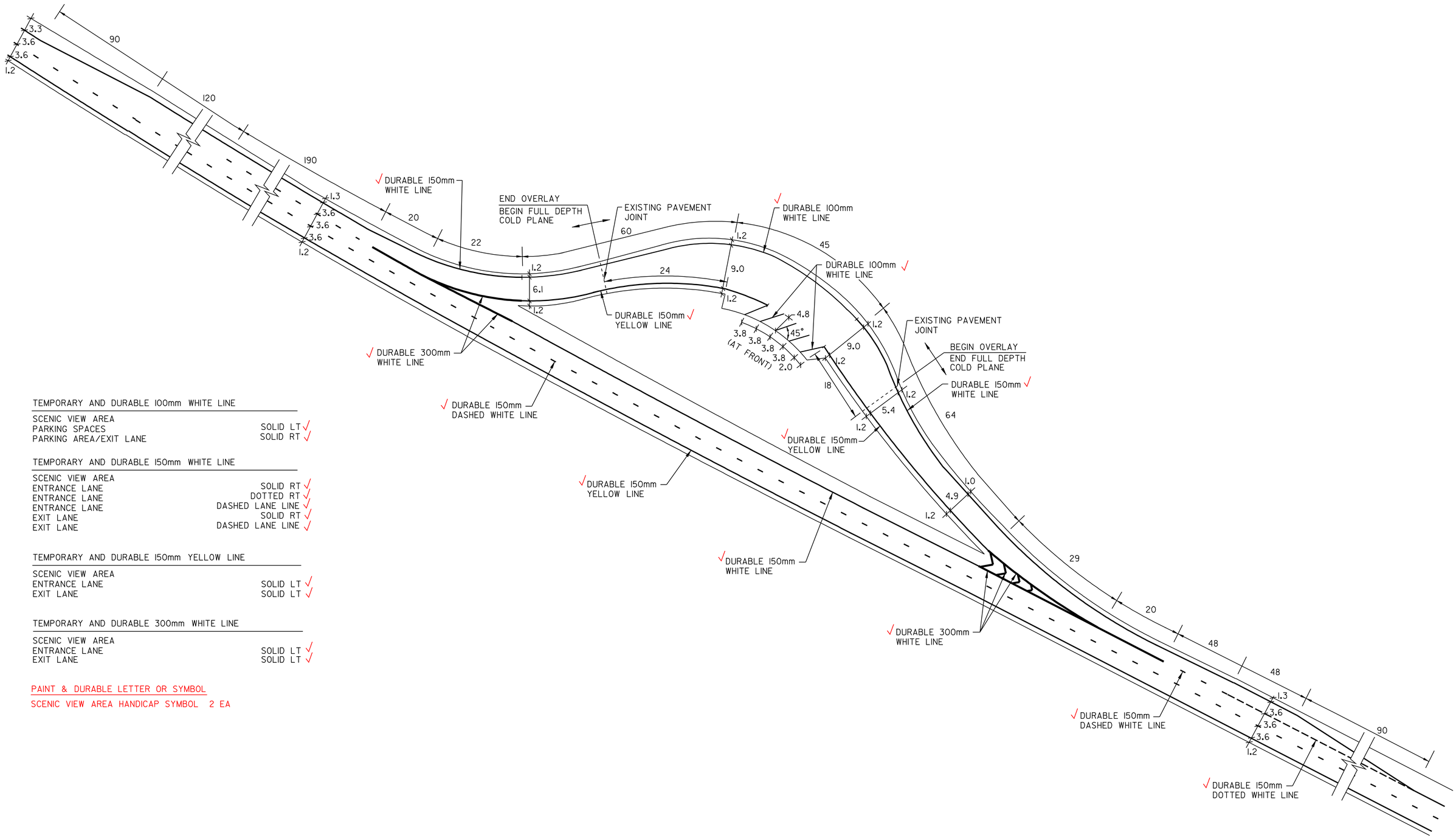
NOTE: ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.
REFER TO STANDARDS E-191M & E-192M
FOR ADDITIONAL DETAILS.

ARCHIVED IN DPR

VAOT Metric

# RAMP DETAIL SHEET INTERCHANGE #25

DESIGNED BY BCE/PJM DATE 9-00
DRAWN BY C.E.A., INC. DATE 9-00
DESIGN FILE NO. /pave/99a204/pa204.dgn
PRF FILE pa204105.1 DATE PLOTTED 03-APR-2008 15:04
PROJ. NAME **LYNDON - BARTON**
PROJ. NO. **IM 091 - 3(10)**
SHEET **11** OF **17** SHEETS




TEMPORARY AND DURABLE 100mm WHITE LINE

| | |
|---|---|
| SCENIC VIEW AREA | |
| PARKING SPACES | SOLID LT √ |
| PARKING AREA/EXIT LANE | SOLID RT √ |

TEMPORARY AND DURABLE 150mm WHITE LINE

| | |
|---|---|
| SCENIC VIEW AREA | |
| ENTRANCE LANE | SOLID RT √ |
| ENTRANCE LANE | DOTTED RT √ |
| ENTRANCE LANE | DASHED LANE LINE √ |
| EXIT LANE | SOLID RT √ |
| EXIT LANE | DASHED LANE LINE √ |

TEMPORARY AND DURABLE 150mm YELLOW LINE

| | |
|---|---|
| SCENIC VIEW AREA | |
| ENTRANCE LANE | SOLID LT √ |
| EXIT LANE | SOLID LT √ |

TEMPORARY AND DURABLE 300mm WHITE LINE

| | |
|---|---|
| SCENIC VIEW AREA | |
| ENTRANCE LANE | SOLID LT √ |
| EXIT LANE | SOLID LT √ |

PAINT & DURABLE LETTER OR SYMBOL

SCENIC VIEW AREA HANDICAP SYMBOL 2 EA

ARCHIVED IN DPR

NOTE: ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

REFER TO STANDARDS E-191M & E-192M FOR ADDITIONAL DETAILS.

VAOT Metric

# SCENIC VIEW DETAIL SHEET MM 142.5

DESIGNED BY BCE/PJM DATE 9-00

DRAWN BY C.E.A., INC. DATE 9-00

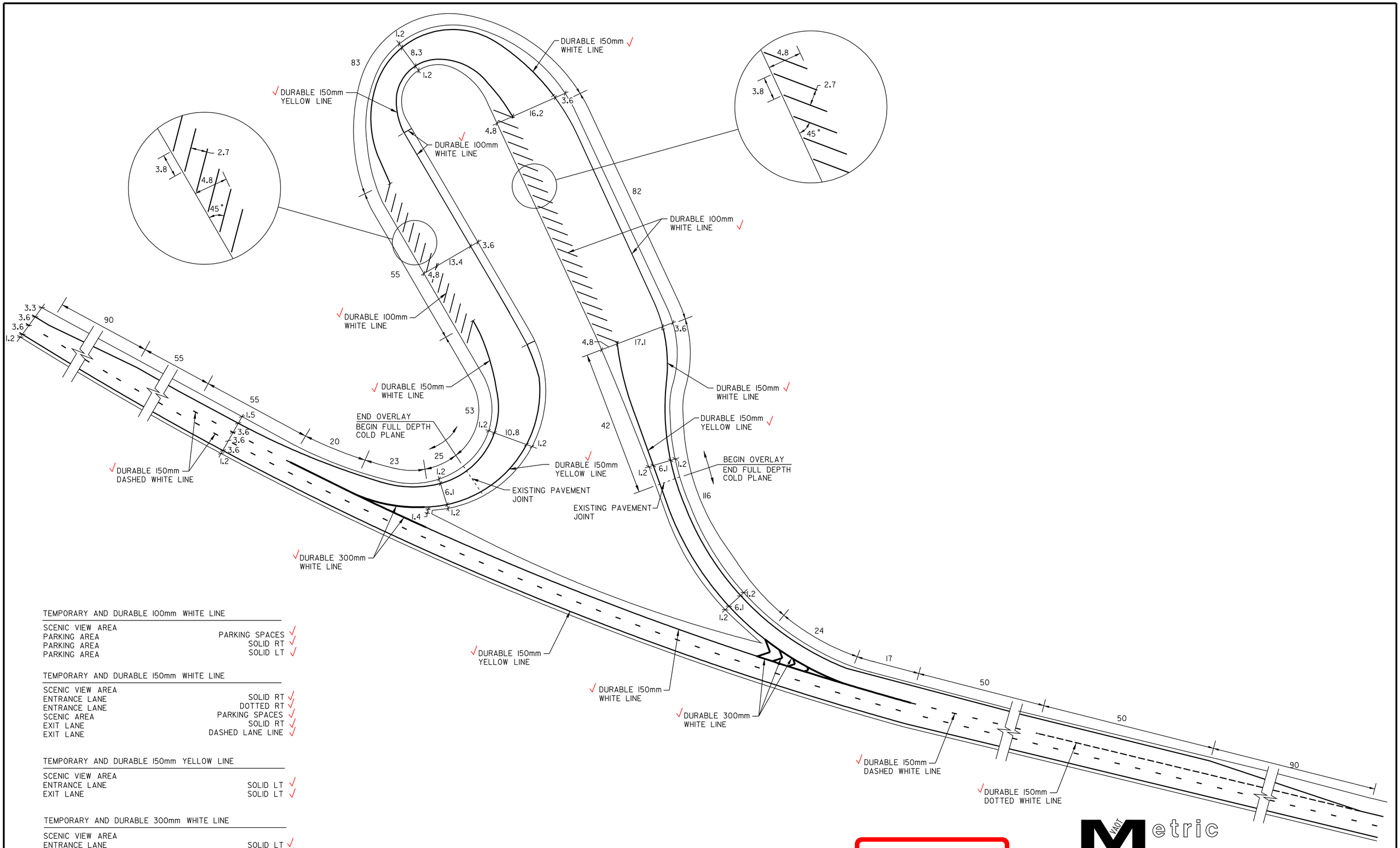
DESIGN FILE NO. /pave/99a204/pa204.dgn

PRF FILE pa20410b.i DATE PLOTTED 03-APR-2008 15:04

PROJ. NAME **LYNDON - BARTON**

PROJ. NO. **IM 091 - 3(10)**

SHEET **12** OF **17** SHEETS




TEMPORARY AND DURABLE 100mm WHITE LINE

| | |
|---|---|
| SCENIC VIEW AREA | |
| PARKING AREA | PARKING SPACES √ |
| PARKING AREA | SOLID RT √ |
| PARKING AREA | SOLID LT √ |

TEMPORARY AND DURABLE 150mm WHITE LINE

| | |
|---|---|
| SCENIC VIEW AREA | |
| ENTRANCE LANE | SOLID RT √ |
| ENTRANCE LANE | DOTTED RT √ |
| SCENIC AREA | PARKING SPACES √ |
| EXIT LANE | SOLID RT √ |
| EXIT LANE | DASHED LANE LINE √ |

TEMPORARY AND DURABLE 150mm YELLOW LINE

| | |
|---|---|
| SCENIC VIEW AREA | |
| ENTRANCE LANE | SOLID LT √ |
| EXIT LANE | SOLID LT √ |

TEMPORARY AND DURABLE 300mm WHITE LINE

| | |
|---|---|
| SCENIC VIEW AREA | |
| ENTRANCE LANE | SOLID LT √ |
| EXIT LANE | SOLID LT √ |

PAINT & DURABLE LETTER OR SYMBOL

SCENIC VIEW AREA HANDICAP SYMBOLS 2 EA

ARCHIVED IN DPR

NOTE: ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

REFER TO STANDARDS E-191M & E-192M FOR ADDITIONAL DETAILS.

VAOT Metric

# SCENIC VIEW DETAIL SHEET MM 154.0

DESIGNED BY BCE/PJM DATE 9-00

DRAWN BY C.E.A., INC. DATE 9-00

DESIGN FILE NO. /pave/99a204/pa204.dgn

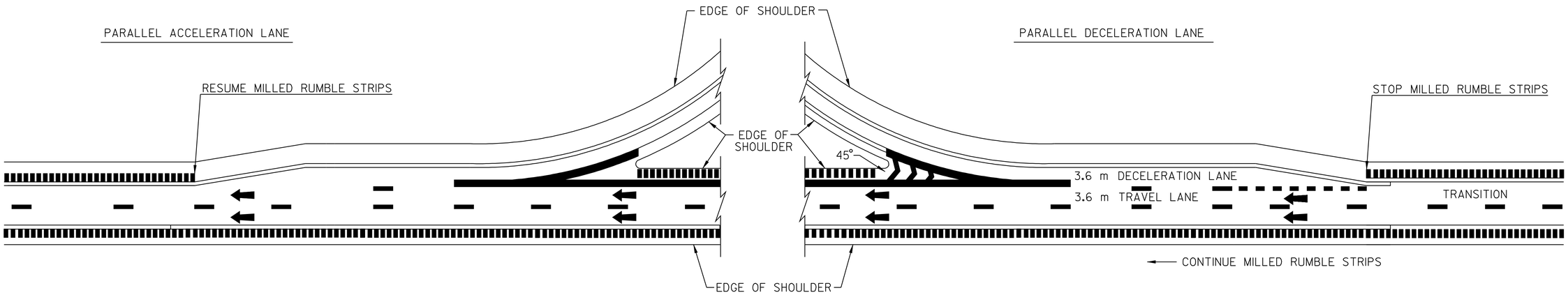
PRF FILE pa204107.1 DATE PLOTTED 03-APR-2008 15:04

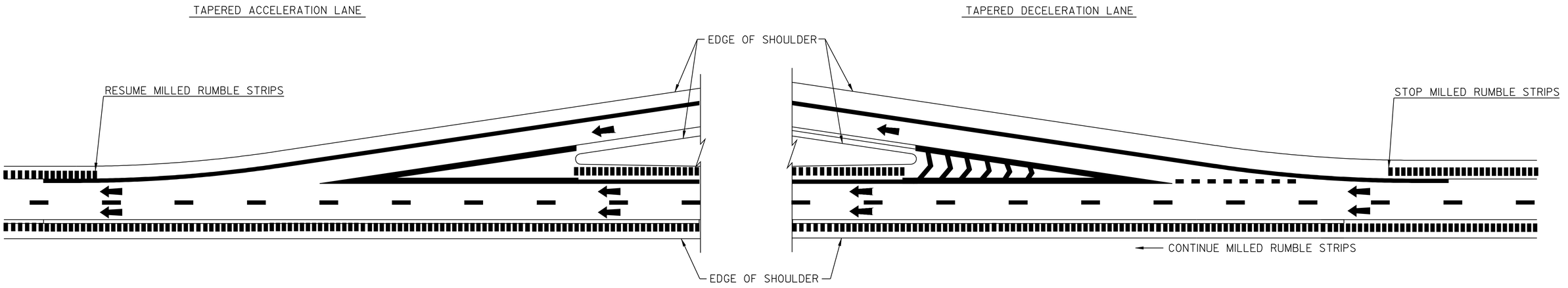
PROJ. NAME **LYNDON - BARTON**

PROJ. NO. **IM 091 - 3(10)**

SHEET **13** OF **17** SHEETS

# TYPICAL MILLING AT INTERCHANGES & REST AREAS




NOTE:

1. THIS TYPICAL MAY BE MODIFIED AT THE DISCRETION OF THE RESIDENT ENGINEER IF ACTUAL FIELD CONDITIONS NECESSITATE SUCH ACTIONS.

LEGEND

DIRECTION OF TRAFFIC FLOW

MILLED RUMBLE STRIPS

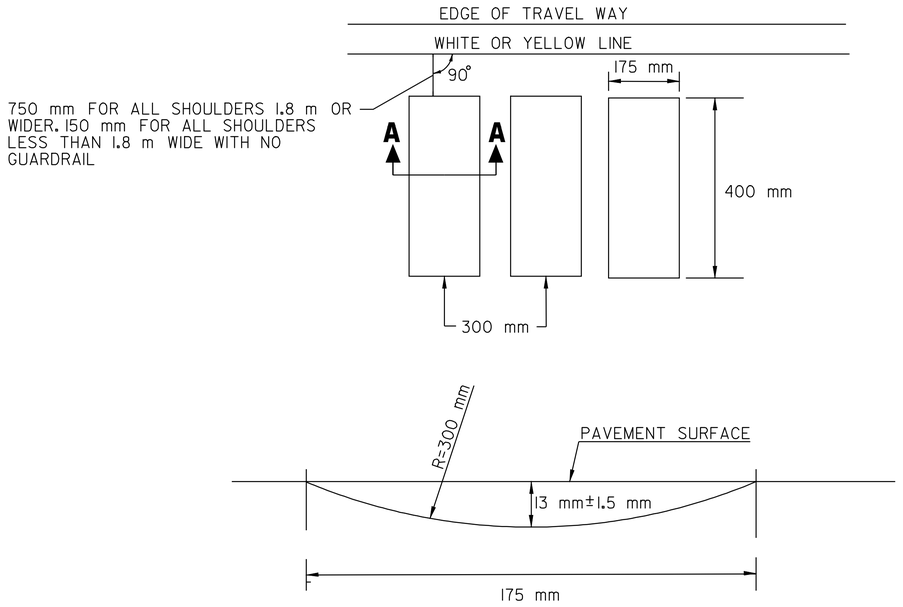
DATUM
VERTICAL N/A
HORIZONTAL N/A

ARCHIVED IN DPR

**MILLED RUMBLE STRIP DETAIL SHEET #1**

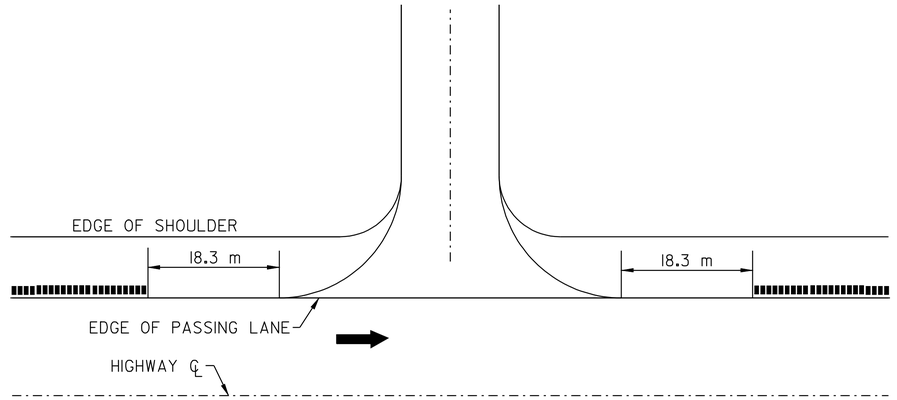
DESIGNED BY _____ DATE 2-01
DRAWN BY _____ DATE 2-01
DESIGN FILE NO. /pave/99a204/pa204.dgn
PRF FILE pa204rs01.i DATE PLOTTED 03-APR-2008 15:04
PROJ. NAME **LYNDON - BARTON**
PROJ. NO. **IM 091 - 3(10)**
SHEET **14** OF **17** SHEETS

## TYPICAL MILLING DETAIL

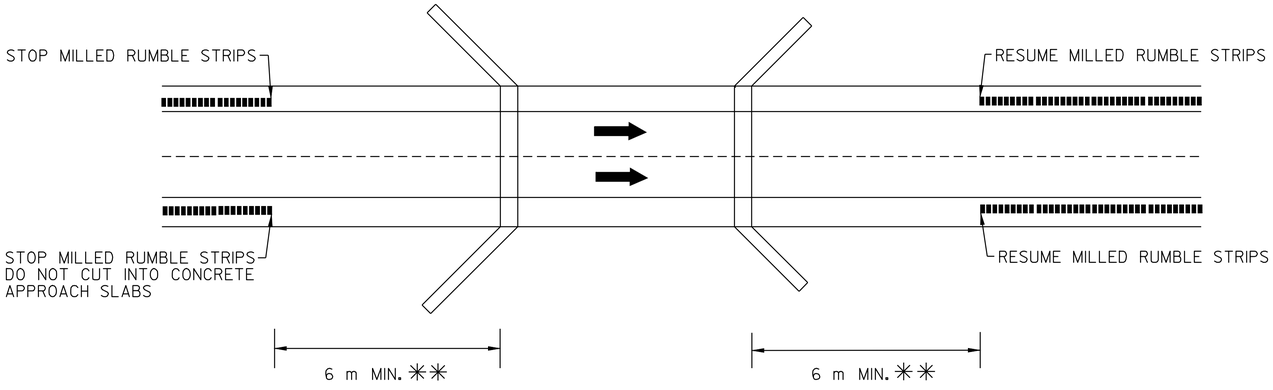



**SECTION A–A**

## U–TURN DETAIL

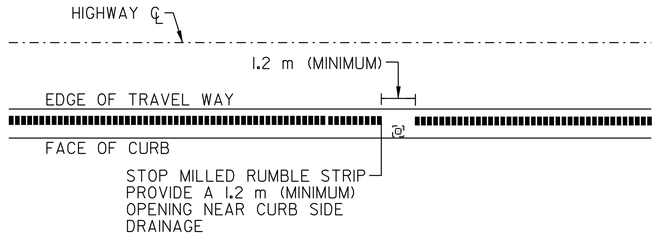



## BRIDGE DETAIL




✳✳ BRIDGE RAIL WILL DETERMINE MINIMUM DISTANCE IN SOME CASES.

## DRAINAGE DETAIL




## NOTE:

MILLED RUMBLE STRIPS WILL NOT BE REQUIRED IN GUARDRAIL AREAS ADJACENT TO THE 1.2 m SHOULDER.

DATUM
VERTICAL N/A
HORIZONTAL N/A

LEGEND
DIRECTION OF TRAFFIC FLOW
MILLED RUMBLE STRIPS

ARCHIVED IN DPR

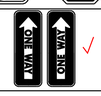
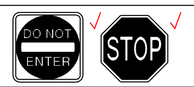
# MILLED RUMBLE STRIP DETAIL SHEET #2

DESIGNED BY _____ DATE 2-01
DRAWN BY _____ DATE 2-01
DESIGN FILE NO. /pave/99a204/pa204.dgn
PRF FILE pa204rs02.i DATE PLOTTED 03-APR-2008 15:04
PROJ. NAME **LYNDON – BARTON**
PROJ. NO. **IM 091 – 3(10)**
SHEET **15** OF **17** SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

# TRAFFIC SIGN SUMMARY SHEET

VAOT Metric

| KILOMETER MARKER, STATION, OR SIGN NUMBER | SIGN LEGEND | SIGN DIMENSIONS EA | WIDTH (mm) | HEIGHT (mm) | NEW & SALVAGED SIGNS "A" | "B" | SALV SIGN | SALV TIS | EXIST POST RETAIN | EXIST POST SALVAGE | NEW SIGN POSTS NO. OF POSTS | FLANGED CHANNEL kg/m 1.7 | FLANGED CHANNEL kg/m 3.0 | FLANGED CHANNEL kg/m 4.5 | SQUARE STEEL (mm) kg/m 44 3.4 | SQUARE STEEL (mm) kg/m 50 3.9 | SQUARE STEEL (mm) kg/m 63 5.0 | ANCHOR | SLEEVE | TUBULAR ALUMINUM Ø (mm) kg/m 75 1.9 | TUBULAR ALUMINUM Ø (mm) kg/m 100 2.5 | TUBULAR ALUMINUM Ø (mm) kg/m 100 MOD 2.5 | TUBULAR STEEL Ø (mm) FOUNDATION | TUBULAR STEEL Ø (mm) kg/m 75 11.3 | TUBULAR STEEL Ø (mm) kg/m 89 13.4 | TUBULAR STEEL Ø (mm) kg/m 100 16.1 | TUBULAR STEEL Ø (mm) kg/m 125 21.7 | W-SHAPE STEEL FTG. SIZE 600 mm | W-SHAPE STEEL FTG. SIZE 750 mm | W-SHAPE STEEL WEIGHT | W-SHAPE STEEL POST SIZE | SIGN FRAME REQUIRED | REMARKS | SIGN DETAIL DETAIL ON SHEET NUMBER | SIGN DETAIL STD. SHEET NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | OPTION ITEMS | | | | | | | | | | | | | | | | | | | | | | | | |
| LYNDON CENTER INTERCHANGE #24 NORTHBOUND OFF-RAMP "C" | √ | 1 | 900 | 900 | 0.81 | | | | | | 2 | | 4.6 4.6 | X | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERCHANGE #24 NORTHBOUND OFF-RAMP "C" @ ROUTE 122 RT | √ √ | 1<br>1 | 750<br>750 | 750<br>750 | 0.56<br>0.56 | | | | | | 1 | | 4.0 | X | | | | | | | | | | | | | | | | | | | | | BACK TO BACK | | E-143M |
| | √ | 2 | 900 | 300 | 0.54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | BACK TO BACK | | E-142M |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERCHANGE #24 NORTHBOUND OFF-RAMP "C" @ ROUTE 122 LT | √ √ | 1<br>1 | 750<br>600 | 750<br>750 | 0.56<br>0.45 | | | | | | 1 | | 4.1 | X | | | | | | | | | | | | | | | | | | | | | BACK TO BACK. A SLEEVE IS REQUIRED FOR THE FLANGED CHANNEL POST. | | E-143M E-144M |
| | √ | 1 | 450 | 450 | 0.20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | E-150M |
| SCENIC OVERLOOK MM 142.5 | | 2 | 300 | 450 | 0.27 | | | | | | 2 | | 3.148 3.148 | X | | | | | | | | | | | | | | | | | | | | | | |
| BARTON INTERCHANGE #25 NORTHBOUND OFF-RAMP "A" | √ | 1 | 900 | 900 | 0.81 | | | | | | 2 | | 5.1 5.1 | X | | | | | | | | | | | | | | | | | | | | | | |
| SCENIC OVERLOOK MM 154.0 | | 2 | 300 | 450 | 0.27 | | | | | | 2 | | 3.148 3.148 | X | | | | | | | | | | | | | | | | | | | | | | |
| INTERCHANGE #25 NORTHBOUND OFF-RAMP "A" @ ROUTE 16 LT | √ √ | 1<br>1 | 750<br>750 | 750<br>750 | 0.56<br>0.56 | | | | | | 1 | | 4.6 | X | | | | | | | | | | | | | | | | | | | | | BACK TO BACK | | E-143M |
| |  √ | 2 | 900 | 300 | 0.54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | BACK TO BACK | | E-142M |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERCHANGE #25 NORTHBOUND OFF-RAMP "A" @ ROUTE 16 RT |  √ √ | 1<br>1 | 750<br>750 | 750<br>750 | 0.56<br>0.56 | | | | | | 1 | | 4.6 | X | | | | | | | | | | | | | | | | | | | | | BACK TO BACK | | E-143M |
| | √ | 2 | 900 | 300 | 0.54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | BACK TO BACK | | E-142M |
| U-TURN | | 1 | 900 | 900 | 0.81 | | | | | | 1 | | 3.148 | X | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **PROJECT TOTALS** | | | | | m 2<br>9.16<br>~~7.81~~ | m 2 | EA. | m 2 | | | m | m | m<br>52.44<br>~~36.8~~ | | m | m | m | | EA | kg | kg | kg | EA. | kg | kg | kg | kg | EA. | EA. | kg | | | | | |
| | | | | | | | | | | | | | 52.44<br>~~36.8~~ | | | | | | | | | | | | | | | | | | | | | | |

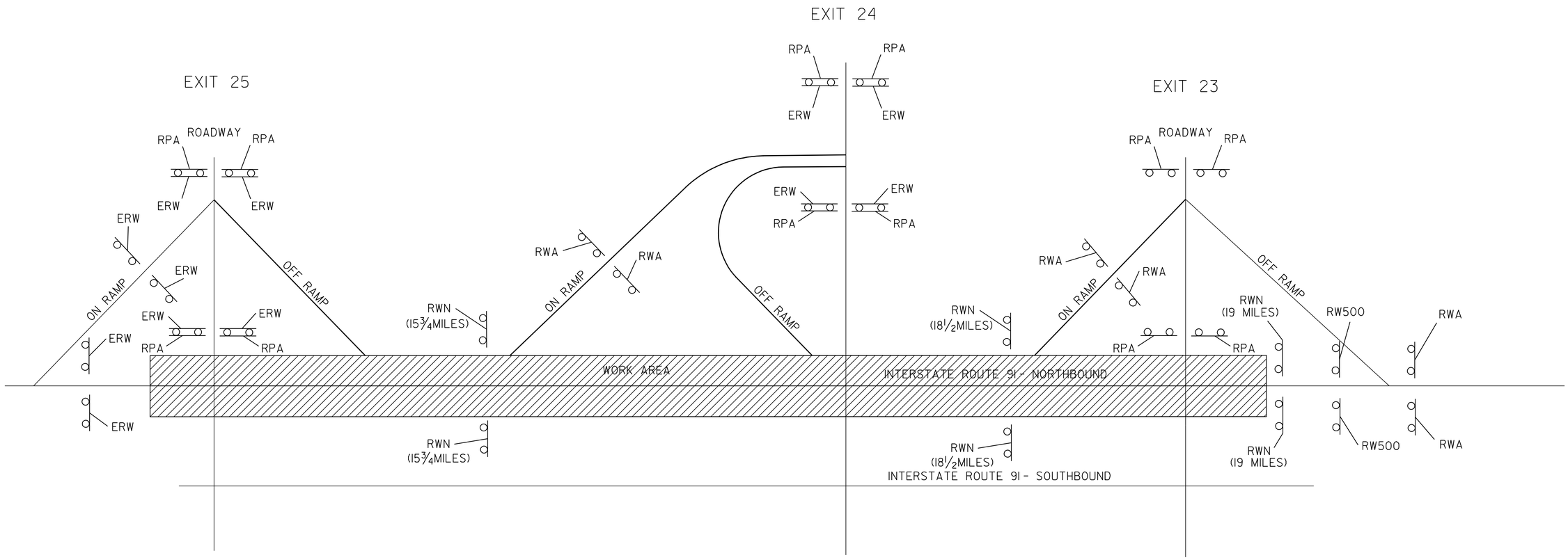
ARCHIVED IN DPR

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT: **LYNDON – BARTON**
PROJECT NO.: **IM 091 – 3(10)**
DATE: 10-00

DESIGN FILE NAME: /pave/99a204/pa204.dgn
IPARM FILE NAME: pa204ssl.i
SURVEYED BY:
SQUAD LEADER:

PLOT DATE: 03-APR-2008 15:05
SURVEY DATE:
DRAWN BY: C.E.A., INC.
SHEET: **16** OF **17**




LEGEND

RWA = ROAD WORK AHEAD
RW500 = ROAD WORK 500 FEET
RWN = ROAD WORK NEXT ( ) MILES
RPA = RAMP PAVING AHEAD (TRIPOD MOUNTED)
ERW = END ROAD WORK

# CONSTRUCTION APPROACH SIGNING

SEE STD. E-100M FOR SIGN PLACEMENT

LIST OF CONSTRUCTION SIGNS

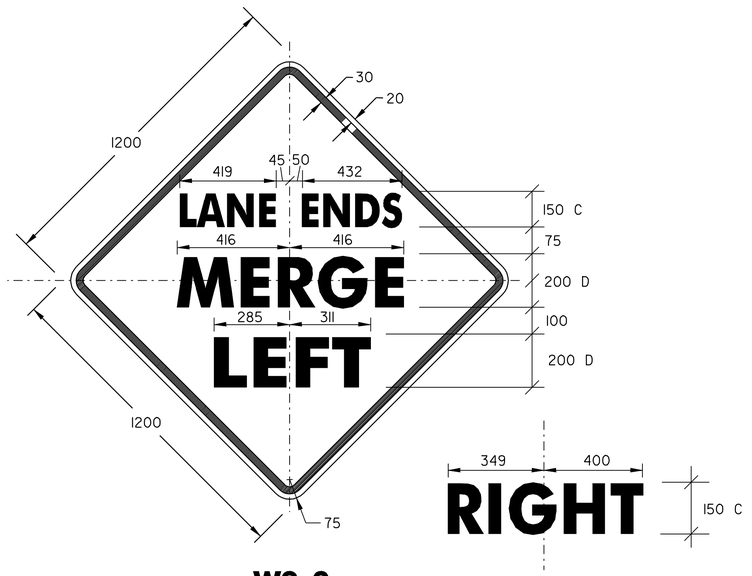
| LOCATION | RWA | RW500 | ERW | RWN | RPA |
|---|---|---|---|---|---|
| I-91 NORTHBOUND | | | | | |
| BEGIN PROJECT | 2 | 2 | | 2 | |
| EXIT 23 INTERCHANGE | 2 | | | 2 | 4 |
| EXIT 24 INTERCHANGE | 2 | | 4 | 2 | 4 |
| EXIT 25 INTERCHANGE | | | 6 | | 4 |
| END PROJECT | | | 2 | | |
| | | | | | |
| TOTALS | 6 | 2 | 12 | 6 | 12 |

NOTES:

1. ADDITIONAL RAMP SIGNING MAY BE REQUIRED AS DIRECTED BY THE RESIDENT ENGINEER.
2. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN STANDARD E-103M, MAINLINE TRAFFIC CONTROL - DIVIDED HIGHWAY. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER, SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID UNDER THEIR SPECIFIC BID PRICES:

   646.614, 646.615, 646.60, 646.64, 646.66, AND 646.70 - TEMPORARY PAVEMENT MARKINGS
   630.10, AND 630.15 - UNIFORMED TRAFFIC OFFICERS AND FLAGGERS
3. FOUR (4) PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE MESSAGE SIGNS AS WELL AS THEIR MESSAGE WILL BE APPROVED BY THE RESIDENT ENGINEER. THIS QUANTITY IS PAID FOR AS ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.
4. ON STANDARD E-103M, REPLACE SIGN #W4-2 WITH #W9-2:

W4-2 W9-2




**W9-2**

COLORS AND MATERIALS SEE STD. E-151

NOTE: ALL DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE.

ARCHIVED IN DPR

VAOT Metric

REVISED LSW 06-05-01

DATUM
VERTICAL N/A
HORIZONTAL N/A

## CONSTRUCTION APPROACH SIGNING

DESIGNED BY BCE/PJM DATE 9-00
DRAWN BY C.E.A., INC. DATE 9-00
DESIGN FILE NO. /pave/99a204/pa204.dgn
PRF FILE pa204cas.1 DATE PLOTTED 03-APR-2008 15:05
PROJ. NAME **LYNDON - BARTON**
PROJ. NO. **IM 091 - 3(10)**
SHEET **17** OF **17** SHEETS