INDEX OF SHEETS

INDEX OF SHEETS

1	TITLE SHEET
2	INDEX OF SHEETS
3-6	TYPICAL SHEETS
7-9	QUANTITY SHEETS
10-12	ITEM DETAIL SHEETS
13-16	PAVING PROJECT LAYOUT SHEETS
17-22	RAMP DETAIL SHEETS
23	REST AREA DETAIL SHEET
24	WEIGH STATION DETAIL SHEET
25	PAVEMENT WIDENING DETAIL SHEET
26-29	CROSS SECTION SHEETS
30	TRAFFIC CONTROL PLAN
31	TRAFFIC SIGN SUMMARY SHEET
32	MISCELLANEOUS DETAIL SHEET
33	MILLED RUMBLE STRIP DETAIL
34	BULLNOSE DETAIL SHEET
35-36	BRIDGE APPR. SECT. TYPE I
37	CONSTRUCTION APPROACH SIGNING SHEET

STANDARDS

D-3M	TREATED GUTTERS	06/13/97
D-15M	PRECAST REINF CONCRETE CB OR MH W/ CI GRATE OR COVER, CI GRATE W/ FRAME, TYPES D & E	06/13/97
E-100M	CONSTRUCTION APPROACH SIGNS	06/13/97
E-101M	CONSTRUCTION SIGN DETAILS	05/30/03
E-102M	CONSTRUCTION SIGN DETAILS	06/30/03
E-102AM	CONSTRUCTION SIGN DETAILS	06/13/97
E-103M	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED	09/24/98
E-105M	TRAFFIC CONTROL FOR CONSTRUCTION VEHICLE U-TURNS ON DIVIDED HIGHWAY	04/01/99
E-106M	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	06/13/97
E-107M	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	06/30/03
E-107AM	BREAKAWAY BARRICADE DETAILS	06/13/97
E-108M	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS	06/13/97
E-110M	MAJOR MAINTENANCE OPERATION LANE CLOSURE	06/13/97
E-120M	STANDARD SIGN PLACEMENT - EXPRESSWAY & FREEWAY	06/13/97
E-121M	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	06/13/97
E-131M	GUIDE SIGN DETAILS	06/13/97
E-142M	REGULATORY SIGN DETAILS	06/13/97
E-143M	REGULATORY SIGN DETAILS	06/13/97
E-144M	REGULATORY SIGN DETAILS	03/29/99
E-146M	REGULATORY SIGN DETAILS	06/13/97
E-150M	WARNING SIGN DETAILS	06/13/97
E-160M	FLANGED CHANNEL STEEL SIGN POST DETAIL	06/13/97
E-164M	SQUARE STEEL SIGN POST DETAIL	06/13/97
E-191M	PAVEMENT MARKING DETAILS	02/01/99
E-192M	PAVEMENT MARKING DETAILS	12/28/98
E-193M	PAVEMENT MARKING DETAILS	06/13/97
G-1M	STEEL BEAM GUARDRAIL WITH STEEL POSTS	01/03/00
G-1DM	STEEL BEAM GUARDRAIL APPROACH END TERMINAL HEAVY DUTY STEEL BEAM GUARDRAIL	01/03/00
G-19M	GENERIC GRADING PLANS FOR GUARDRAIL END TERMINALS	11/15/02
PSF-2M	INSTALLATIONS OF PERMANENT SNOW FENCE ON BRIDGES WITH BOX BEAM RAIL	07/10/97

INDEX SHEET

PROJECT: BRATTLEBORO - ROCKINGHAM

PROJECT NO.: IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn

IPARM FILE NAME: pa202in01.i

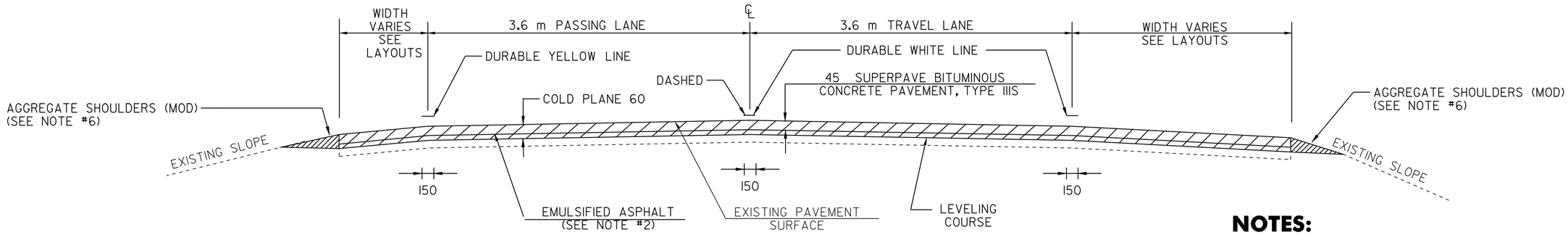
PLOT DATE: 02-JUN-2005

SURVEYED BY:

SURVEY DATE: 10/00

SQUAD LEADER: MW

DRAWN BY: JLR



MAINLINE TYPICAL SECTION

STA	19+183	TO	STA	29+678
STA	29+752	TO	STA	31+662
STA	31+710	TO	STA	34+228
STA	34+330	TO	STA	41+213
STA	41+254	TO	STA	46+016
STA	46+066	TO	STA	49+895
STA	50+060	TO	STA	54+145
STA	54+171	TO	STA	56+631
STA	56+679	TO	STA	56+978
STA	57+238	TO	STA	57+293

PROJECT PAVING LIMITS

TOWN	BEGIN STATION	END STATION	LANE TYPICAL (m)	WEARING DEPTH (mm)	LEVELING DEPTH (mm)	TOTAL (t)	NOTES
INTERSTATE-91							
BRATTLEBORO	19+183	20+522	3.2-3.6-3.6-1.2	45	15	559	COLD PLANE 60, LEVEL & OVERLAY
DUMMERSTON	20+522	29+200	3.2-3.6-3.6-1.2	45	15	3624	COLD PLANE 60, LEVEL & OVERLAY
PUTNEY	29+200	29+678	3.2-3.6-3.6-1.2	45	15	200	COLD PLANE 60, LEVEL & OVERLAY
	29+678	29+752	1.0-3.6-3.6-1.0	25	15	25	COLD PLANE 25, LEVEL & OVERLAY, BRIDGE #14-S
	29+752	31+662	3.2-3.6-3.6-1.2	45	15	798	COLD PLANE 60, LEVEL & OVERLAY
	31+662	31+710	1.0-3.6-3.6-1.0	25	15	16	COLD PLANE 25, LEVEL & OVERLAY, BRIDGE #15-S
	31+710	34+228	3.2-3.6-3.6-1.2	45	15	1052	COLD PLANE 60, LEVEL & OVERLAY
	34+228	34+330	1.0-3.6-3.6-1.0	25	15	34	COLD PLANE 25, LEVEL & OVERLAY, BRIDGE #16-S
	34+330	34+979	3.2-3.6-3.6-1.2	45	15	271	COLD PLANE 60, LEVEL & OVERLAY
	34+979	35+248	5.2-3.6-3.6-1.2	45	15	132	COLD PLANE 60, LEVEL & OVERLAY
	35+248	35+424	3.2-3.6-3.6-1.2	45	15	73	COLD PLANE 60, LEVEL & OVERLAY
	35+424	35+664	5.5-3.6-3.6-1.2	45	15	120	COLD PLANE 60, LEVEL & OVERLAY
	35+664	37+909	3.2-3.6-3.6-1.2	45	15	938	COLD PLANE 60, LEVEL & OVERLAY
WESTMINSTER	37+909	37+994	3.2-3.6-3.6-1.2	45	15	35	COLD PLANE 60, LEVEL & OVERLAY
	37+994	38+247	4.9-3.6-3.6-1.2	45	15	121	COLD PLANE 60, LEVEL & OVERLAY
	38+247	38+380	3.2-3.6-3.6-1.4	45	15	56	COLD PLANE 60, LEVEL & OVERLAY
	38+380	38+411	4.9-3.6-3.6-1.3	45	15	15	COLD PLANE 60, LEVEL & OVERLAY
	38+411	41+213	3.2-3.6-3.6-1.2	45	15	1170	COLD PLANE 60, LEVEL & OVERLAY
	41+213	41+254	3.4-3.6-3.6-2.2	25	15	19	COLD PLANE 25, LEVEL & OVERLAY, BRIDGE #18-S
	41+254	46+016	3.2-3.6-3.6-1.2	45	15	1989	COLD PLANE 60, LEVEL & OVERLAY
	46+016	46+066	1.1-3.6-3.6-1.0	25	15	17	COLD PLANE 25, LEVEL & OVERLAY, BRIDGE #20-S
	46+066	49+895	3.2-3.6-3.6-1.2	45	15	1599	COLD PLANE 60, LEVEL & OVERLAY
	49+895	50+060	1.0-3.6-3.6-1.0	25	15	55	COLD PLANE 25, LEVEL & OVERLAY, BRIDGE #21-S
	50+060	50+359	3.2-3.6-3.6-1.2	45	15	125	COLD PLANE 60, LEVEL & OVERLAY
ROCKINGHAM	50+359	54+145	3.2-3.6-3.6-1.2	45	15	1581	COLD PLANE 60, LEVEL & OVERLAY
	54+145	54+171	3.0-3.6-3.6-1.2	25	15	11	COLD PLANE 25, LEVEL & OVERLAY, BRIDGE #22-S
	54+171	56+631	3.2-3.6-3.6-1.2	45	15	1027	COLD PLANE 60, LEVEL & OVERLAY
	56+631	56+679	3.4-3.6-3.6-1.6	45	15	21	COLD PLANE 25, LEVEL & OVERLAY, BRIDGE #23-S
	56+679	56+978	3.2-3.6-3.6-1.2	25	15	125	COLD PLANE 60, LEVEL & OVERLAY
	56+978	57+238	1.0-3.6-3.6-1.0	25	15	86	COLD PLANE 25, LEVEL & OVERLAY, BRIDGE #24-S
	57+238	57+293	1.0-3.6-3.6-1.0	25	15	18	COLD PLANE 60, LEVEL & OVERLAY,
RAMPS	EXIT 4 ON		VARIES	45	15	30	COLD PLANE 60, LEVEL & OVERLAY
	EXIT 4 OFF		VARIES	45	15	33	COLD PLANE 60, LEVEL & OVERLAY
	EXIT 5 ON		VARIES	45	15	37	COLD PLANE 60, LEVEL & OVERLAY
	EXIT 5 OFF		VARIES	45	15	53	COLD PLANE 60, LEVEL & OVERLAY
	EXIT 6 ON		VARIES	45	15	123	COLD PLANE 60, LEVEL & OVERLAY
	EXIT 6 OFF		VARIES	45	15	87	COLD PLANE 60, LEVEL & OVERLAY

NOTES:

1. THE PAVEMENT WEARING COURSE SHALL BE TYPE IIIS, THE LEVELING COURSE SHALL BE BE TYPE IVS, ITEM 490.30, AS SHOWN ON THE TYPICALS, UNLESS DIRECTED BY THE RESIDENT ENGINEER. ALL LIQUID ASPHALT USED IN SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 64-28.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.12 L/m2 OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 5 mm +/- (TOTAL THICKNESS EXCLUDING LEVEL COURSE).
4. COLD PLANING SHALL BE COMPLETED ACCORDING TO TYPICAL OR AS DENOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGIN/END AND AT ALL RAMP APPROACHES AS SHOWN ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
5. AN ESTIMATED QUANTITY OF EARTH BORROW HAS BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING MTS FLARES WHICH SHALL BE CAPPED WITH AN ESTIMATED 75 mm DEPTH OF AGGREGATE SHOULDER MATERIAL UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 20 CUBIC METERS OF EARTH BORROW AND 5 TONS OF AGGREGATE SHOULDER MATERIAL FOR EACH GUARDRAIL TERMINAL.
6. 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 SHOULDERS (MOD).
7. ITEM 616.47, BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS WILL BE PAID ONLY WHERE SPECIFIED IN THE PLANS. ALL OTHER BITUMINOUS CONCRETE PAVEMENT WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
8. COMPACTION, GRADING, AND CLEAN UP OF ITEM 301.35, SUBBASE OF CRUSHED GRAVEL, ITEM 402.12, AGGREGATE SHOULDER MATERIAL(MOD.), AND ITEM 651.35, TOPSOIL, IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF EACH ITEM.
9. COLD PLANING ON THE SHOULDERS WILL BE FULL DEPTH AT THE TRAVEL WAY THEN TAPERED TO THE EXISTING PAVEMENT SURFACE AT THE EDGE OF PAVEMENT. THIS WILL BE DONE TO PREVENT THE PAVEMENT ON SHOULDER FROM BEING BROKEN UP.

CONSERVATION SEED MIX

RURAL AREA - SEED MIXTURE

% WT.	kg/ha	NAME	PUR %	GERM %
37.14	26	CREEPING RED FESCUE	98	85
37.14	26	TALL FESCUE	95	90
5.71	4	RED TOP	95	90
14.30	10	BIRDSFOOT TREFOIL	98	85
5.71	4	ANNUAL RYE GRASS	95	85
100.00	70			

SEED MIXTURE:
SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

SEED:
TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE RESIDENT ENGINEER.

FERTILIZER:
FORMULA 10-20-10 TO BE USED WITH SEED, APPLIED AT THE RATE OF 560 kg/ha. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA)

AGRICULTURAL LIMESTONE:
TO BE APPLIED AT THE RATE OF 4500 kg/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

HAY MULCH:
TO BE APPLIED ON EARTH SLOPES AT THE RATE OF 4500 kg/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

TOPSOIL:
TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER.

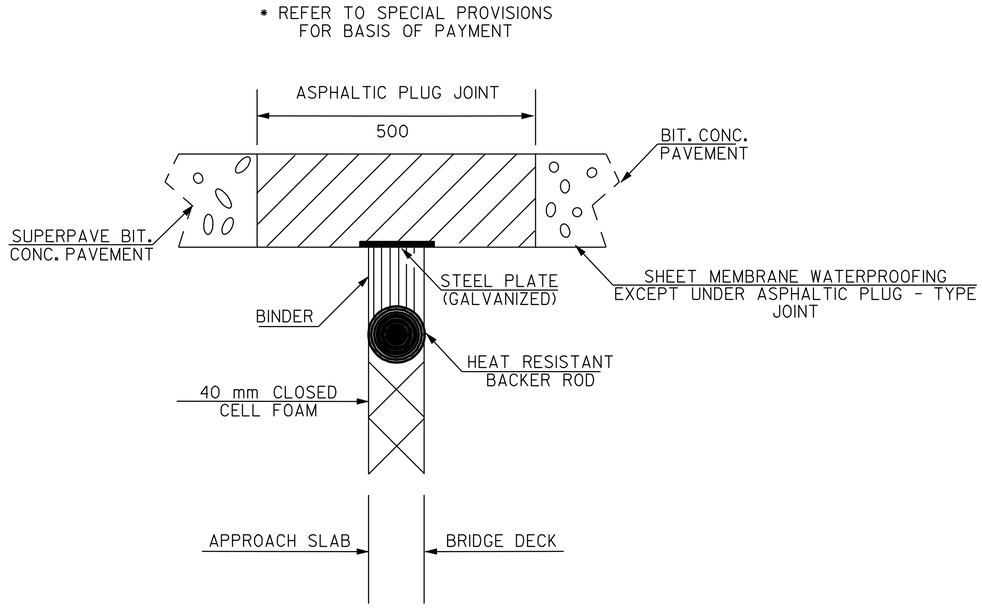
NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

DATUM
VERTICAL _____
HORIZONTAL _____

NOT TO SCALE

PROJECT TYPICAL SHEET 1

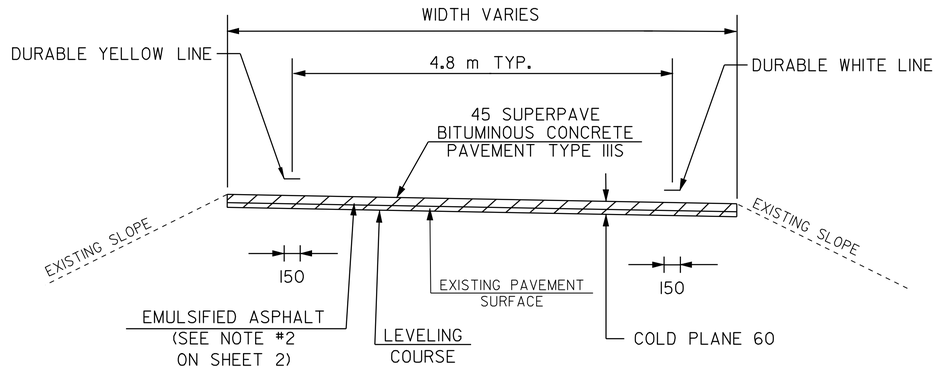
PROJECT: BRATTLEBORO - ROCKINGHAM
PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202ty01.i
PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC
SURVEY DATE: 10/00
SQUAD LEADER: WRH
DRAWN BY: MPS
SHEET: 3 OF 37



ASPHALTIC PLUG-TYPE JOINT DETAIL

LOCATION

PUTNEY
BRIDGE # 14-S (9.2 M) @ STA 29+715 (MM 18.464) (4 EXP. JOINTS)
BRIDGE # 15-S (9.2 M) @ STA 31+686 (MM 19.689) 4(~~3~~ EXP. JOINTS)
BRIDGE # 16-S (9.2 M) @ STA 34+279 (MM 21.300) (~~4~~ EXP. JOINTS)
WESTMINSTER
BRIDGE # 18-S (12.8 M) @ STA 41+234 (MM 25.621) 4(~~2~~ EXP. JOINTS)
BRIDGE # 20-S (9.3 M) @ STA 46+041 (MM 28.608) 4(~~2~~ EXP. JOINTS)
BRIDGE # 21-S (9.2 M) @ STA 49+952 (MM 31.039) (2 EXP. JOINTS)
ROCKINGHAM
BRIDGE # 22-S (11.4 M) @ STA 54+171 (MM 33.660) (2 EXP. JOINTS)
BRIDGE # 23-S (11.6 M) @ STA 56+655 (MM 35.204) 4(~~3~~ EXP. JOINTS)
BRIDGE # 24-S (9.2 M) @ STA 57+123 (MM 35.495) (2 EXP. JOINTS)



RAMP PAVEMENT TYPICAL

LOCATION

EXIT 4 OFF & ON RAMPS - SEE SHEETS 13 & 14 FOR DETAILS
EXIT 5 OFF & ON RAMPS - SEE SHEETS 15 & 16 FOR DETAILS
EXIT 6 OFF & ON RAMPS - SEE SHEETS 17 & 18 FOR DETAILS

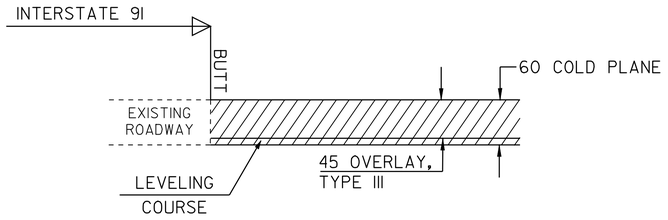
NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

NOT TO SCALE

DATUM
VERTICAL _____
HORIZONTAL _____

PROJECT TYPICAL SHEET 2

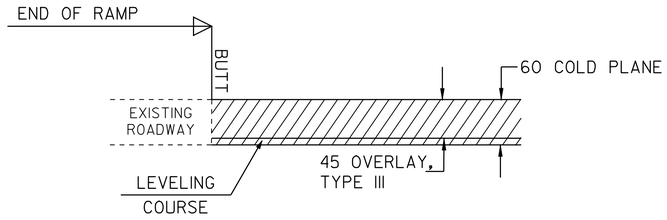
PROJECT: BRATTLEBORO - ROCKINGHAM
PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: _/pave/99a202/pa202.dgn
IPARM FILE NAME: pa202ty02.i
PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC
SURVEY DATE: 10/00
SQUAD LEADER: WRH
DRAWN BY: MPS
SHEET: 4 OF 37



MAINLINE APPROACH AREA DETAIL

LOCATION

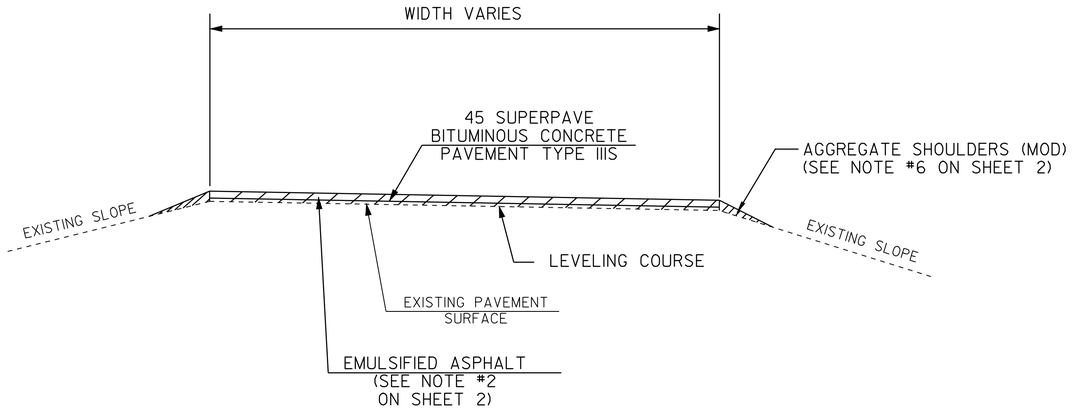
BEGINNING OF PROJECT - STA 19+183.38 (MM 11.920)
END OF PROJECT - STA 57+292.65 (MM 35.600)



RAMP APPROACH AREA DETAIL

LOCATION

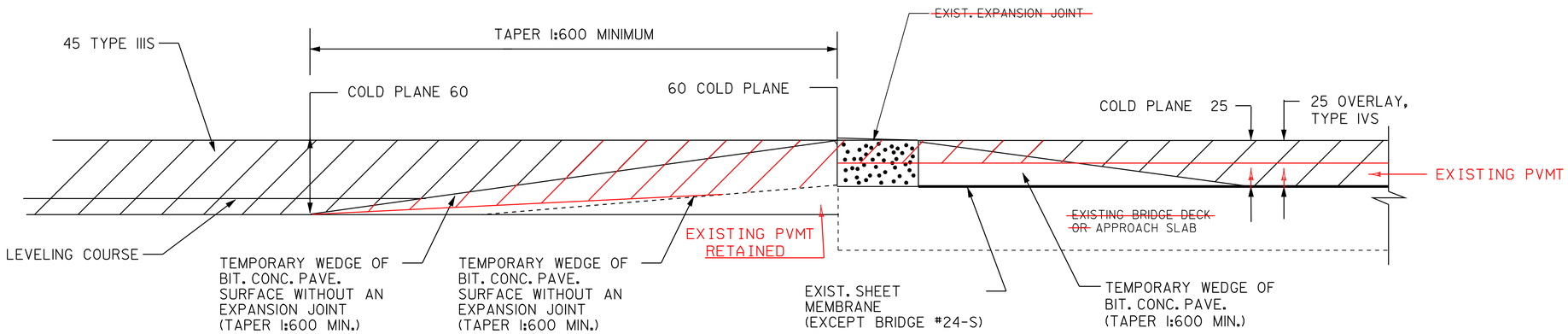
EXIT 4 - END OF ON & OFF RAMPS (@ PAVEMENT MATCH)
EXIT 5 - END OF ON & OFF RAMPS (@ PAVEMENT MATCH)
EXIT 6 - END OF ON & OFF RAMPS (@ PAVEMENT MATCH)



U-TURN TYPICAL

LOCATION

DUMMERSTON STA 19+180 (MM 11.90)
STA 22+978.87 (MM 14.278) 12.8 X 11.5
STA 25+996.39 (MM 16.153) 12.9 X 12.0
PUTNEY
STA 29+578.00 (MM 18.379) 12.9 X 11.7 F.M.
STA 33+235.39 (MM 20.652) 12.9 X 9.3
STA 37+042.34 (MM 23.017) 12.9 X 8.6
WESTMINSTER
STA 39+361.87 (MM 24.458) 12.8 X 9.2
STA 42+354.00 (MM 26.318) 12.8 X 9.6 F.M.
STA 45+634.66 (MM 28.356) 13.0 X 9.1
STA 46+725.00 (MM 29.034) 12.6 X 9.0 F.M.
STA 49+348.00 (MM 30.663) 12.8 X 6.0 F.M.
STA 49+392.00 (MM 30.691) 12.8 X 6.0 F.M.
ROCKINGHAM
STA 54+348.89 (MM 33.771) 12.9 X 8.8
STA 55+622.95 (MM 34.562) 13.0 X 9.0
STA 56+897.02 (MM 35.354) 12.9 X 9.6



BRIDGE APPROACH DETAIL

BR # 14-S	STA 29+678	(MM 18.441)	STA 29+752	(MM 18.487)
BR # 15-S	STA 31+662	(MM 19.674)	STA 31+710	(MM 19.704)
BR # 16-S	STA 34+228	(MM 21.268)	STA 34+330	(MM 21.332)
BR # 18-S	STA 41+213	(MM 25.609)	STA 41+254	(MM 25.634)
BR # 20-S	STA 46+016	(MM 28.593)	STA 46+066	(MM 28.624)
BR # 21-S	STA 49+895	(MM 31.003)	STA 50+060	(MM 31.106)
BR # 22-S	STA 54+145	(MM 33.644)	STA 54+171	(MM 33.660)
BR # 23-S	STA 56+631	(MM 35.189)	STA 56+679	(MM 35.219)
BR # 24-S	STA 56+978	(MM 35.405)	STA 57+238	(MM 35.566)

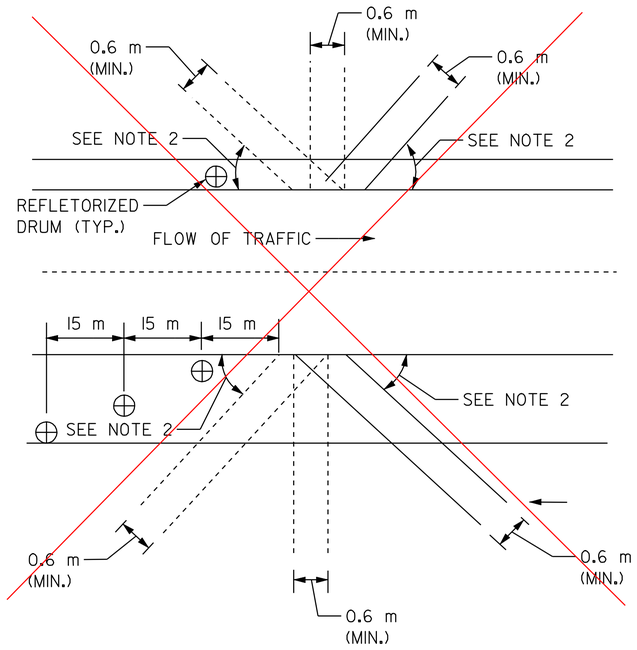
NOT TO SCALE

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM
VERTICAL
HORIZONTAL

PROJECT TYPICAL SHEET 3

PROJECT: BRATTLEBORO - ROCKINGHAM
PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202ty03.i
PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC
SURVEY DATE: 10/00
SQUAD LEADER: WRH
DRAWN BY: MPS
SHEET: 5 OF 37

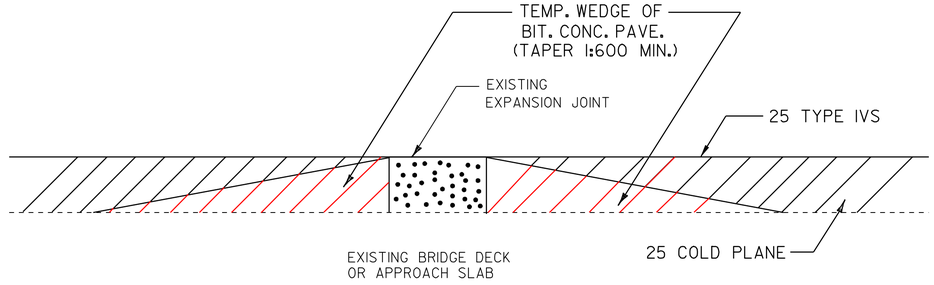


BLEEDER DETAIL

NOT TO SCALE

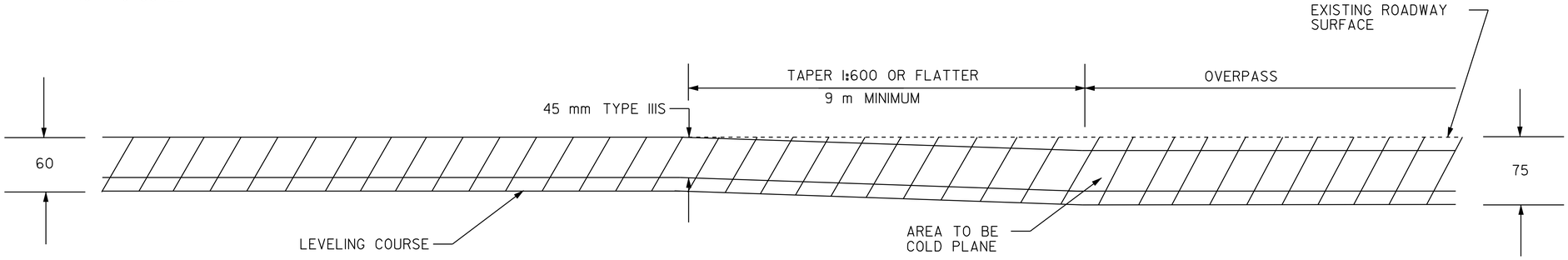
NOTES:

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.
4. BLEEDERS ARE TO BE FILLED DURING PAVING WITH ITEM 490.30 OR AS DESIGNATED BY THE RESIDENT ENGINEER.
5. ⊕ REFLECTORIZED DRUMS MUST BE PLACED AS SHOWN TO WARN MOTORIST OF THE GAP IN THE SHOULDER.
6. BLEEDERS ARE NOT REQUIRED IF THE COLD PLANED AREAS ARE PAVED BACK THE SAME DAY.



COLD PLANED AND PAVED THE SAME DAY

DETAIL OF EXPANSION JOINT ON BRIDGE



TRANSITION AREA DETAIL FULL ROADWAY WIDTH

ADDITIONAL COLD PLANING DEPTH UNDER OVERPASSES

US ROUTE 5 OVER I-91

BRIDGE #12 - TRANSITION IN SB STA 19+706.0 TO 19+697.0
BRIDGE #12 - TRANSITION OUT SB STA 19+687.0 TO 19+678.0

PUTNEY STATE HIGHWAY OVER I-91

BRIDGE #13 - TRANSITION IN SB STA 29+238.0 TO 29+229.0
BRIDGE #13 - TRANSITION OUT SB STA 29+220.0 TO 29+211.0

US ROUTE 5 OVER I-91

BRIDGE #17 - TRANSITION IN SB STA 36+383.0 TO 36+374.0
BRIDGE #17 - TRANSITION OUT SB STA 36+364.0 TO 36+355.0

S.A. 4 /KURIN HATTIN RD OVER I-91

BRIDGE #18 - TRANSITION IN SB STA 43+182.0 TO 43+173.0
BRIDGE #18 - TRANSITION OUT SB STA 43+165.0 TO 43+156.0

NOT TO SCALE

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM
VERTICAL _____
HORIZONTAL _____

PROJECT TYPICAL SHEET 4

PROJECT: BRATTLEBORO - ROCKINGHAM	PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: /pave/99a202/pa202.dgn	
IPARM FILE NAME: pa202ty04.i	PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC	SURVEY DATE: 10/00
SQUAD LEADER: WRH	DRAWN BY: MPS
	SHEET: 6 OF 37

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 1

VAOT Metric

SUMMARY OF ESTIMATED QUANTITIES

EMPLOYEE TRAINEESHIP	BRIDGE	ROADWAY	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NUMBER	RND
		770	770	CM	COMMON EXCAVATION	203.15	9
		160	160	CM	EXCAVATION OF SURFACES AND PAVEMENTS	203.28	5
		1680	1680	CM	EARTH BORROW	203.30	EST
		910	910	SM	FINE GRADING-SUBGRADE	203.40	12
		4585	4585	M	SHOULDER BERM REMOVAL	203.99	46
		1	1	CM	TRENCH EXCAVATION OF EARTH (N.A.B.I.)	204.20	EST
		464 100	464 100	SM	COLD PLANING - BITUMINOUS PAVEMENT	210.10	4611
		64 600	64 600	M	MILLED RUMBLE STRIPS	213.10	640
		1 750	1 750	CM	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	50
		11 240	11 240	T	AGGREGATE SHOULDERS (MOD)	402.12	EST
		111 380	111 380	KG	EMULSIFIED ASPHALT	404.65	1103
		1	1	LU	PRICE ADJUSTMENT ASPHALT CEMENT (N.A.B.I.)	406.50	0
		66 970	66 970	T	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 64-28)	490.30	671
		245	245	M	BRIDGE EXPANSION JOINT	516.10	5
		20	20	M	300 mm CSP 1.63 mm (68 mm X 12 mm)	601.0005	EST
		10	10	EA	CHANGING ELEV. OF DI'S, CB'S OR MH'S	604.40	EST
		22	22	EA	REHABING DI, CB OR MH, CLASS I	604.412	EST
		450	450	HR	POWER GRADER RENTAL	608.15	EST
		170	170	HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST
		200	200	HR	POWER BROOM RENTAL	608.30	EST
		100	100	HR	POWER BROOM RENTAL, TYPE II	608.31	EST
		335	335	HR	TRUCK RENTAL	608.37	EST
		50	50	HR	LOADER RENTAL, TYPE I	608.40	EST
		260	260	T	BITUMINOUS CONCRETE CURB, TYPE B	616.31	6
		50	50	M	TREATED TIMBER CURB	616.35	EST.
		20	20	T	BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS	616.47	2
		50	50	M	SNOW BARRIER - GALVANIZED	620.75	2
		11450	11450	M	STEEL BEAM GUARDRAIL	621.20	33
		390	390	M	STEEL BEAM GUARDRAIL (MOD.-W/2.4 m POSTS)	621.20	3
		50	50	M	HEAVY DUTY STEEL BEAM GUARDRAIL	621.21	0
		340	340	M	CONCRETE MEDIAN BARRIER	621.45	EST
		62	62	EA	MANUFACTURED TERMINAL SECTION (FLARED)	621.505	0

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		COLD PLANING BIT. PAVEMENT
15 532	m2	BRATTLEBORO
100 665	m2	DUMMERSTON
100 487	m2	PUTNEY
143 957	m2	WESTMINSTER
80 506	m2	ROCKINGHAM
10 060	m2	RAMPS
4150	m2	WEIGH STATION
4132	m2	REST AREA
459 489	m2	SUBTOTAL
4611	m2	ROUNDING
464 100	m2	TOTAL
		AGGREGATE SHOULDERS (MOD)
370	†	BRATTLEBORO
2395	†	DUMMERSTON
2404	†	PUTNEY
3436	†	WESTMINSTER
1914	†	ROCKINGHAM
195	†	RAMPS
415	†	GUARDRAIL TERMINAL
11 128	†	SUBTOTAL
112	†	ROUNDING
11 240	†	TOTAL
		SUPERPAVE BITUMINOUS
		CONCRETE PAVEMENT (PG 58-34)
47 731	†	INTERSTATE-91, TYPE IIIS, WEARING COURSE
1981	†	RAMPS, REST AREA AND WEIGH STATION TYPE IIIS,
		WEARING COURSE
17	†	INTERSTATE-91, TYPE IS BASE COURSE (@ EXIT 4)
16 570	†	INTERSTATE-91, TYPE IVS, LEVELING COURSE
66 299	†	SUBTOTAL
671	†	ROUNDING
66 970	†	TOTAL

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

PROJECT : BRATTLEBORO - ROCKINGHAM

PROJECT NO. : IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202qs01.i PLOT DATE: 02-JUN-2005_14
SURVEYED BY: CLD ENGINEERS INC SURVEY DATE: 10/00
SQUAD LEADER: WRH DRAWN BY: MPS
SHEET: 7 OF 37

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 2

VAOT Metric

SUMMARY OF ESTIMATED QUANTITIES

				EMPLOYEE TRAINEE SHIP	BRIDGE	ROADWAY	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NUMBER	RND
						63	63	EA	TRAILING END TERMINAL	621.52	0
						72	72	EA	ANCHOR FOR STEEL BEAM RAIL	621.60	0
						39	39	EA	GUARDRAIL APPROACH SECTION, TYPE I	621.70	0
						100	100	M	REMOVING AND RESET GUARDRAIL	621.75	EST
						2000	2000	EA	REPLACE GUARDRAIL POST ASSEMBLY	621.76	EST
						1000	1000	EA	REPLACE GUARDRAIL BEAM UNIT	621.77	EST
						9 400	9 400	M	REMOVAL & DISPOSAL OF GUARDRAIL	621.80	21
						2310	2310	HR	UNIFORMED TRAFFIC OFFICERS	630.10	23
						3465	3465	HR	FLAGGERS	630.15	35
						1	1	LS	FIELD OFFICE - ENGINEERS	631.10	-
						1	1	LS	TESTING EQUIPMENT - BITUMINOUS (MOD.)	631.17	-
						1	1	LU	FIELD OFFICE - TELEPHONE (N.A.B.I.)	631.25	-
				2080			2080	HR	EMPLOYEE TRAINEESHIP	634.10	0
						1	1	LS	MOBILIZATION	635.10	-
						1	1	LS	TRAFFIC CONTROL	641.10	0
						7	7	EA	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	0
						635	635	M	DURABLE 100 mm WHITE LINE (THERMOPLASTIC)	646.40	10
						225	225	M	DURABLE 100 mm YELLOW LINE (THERMOPLASTIC)	646.41	4
						50 250	50 250	M	DURABLE 150 mm WHITE LINE (THERMOPLASTIC)	646.414	500
						40 205	40 205	M	DURABLE 150 mm YELLOW LINE (THERMOPLASTIC)	646.415	399
						900	900	M	DURABLE 300 mm WHITE LINE (THERMOPLASTIC)	646.44	10
						40	40	M	DURABLE 600 mm STOP BAR (THERMOPLASTIC)	646.46	1
						46	46	EA	DURABLE LETTER OR SYMBOL (THERMOPLASTIC)	646.50	0
						635	635	M	TEMPORARY 100 mm WHITE LINE	646.60	10
						225	225	M	TEMPORARY 100 mm YELLOW LINE	646.61	4
						100 500	100 500	M	TEMPORARY 150 mm WHITE LINE	646.614	1000
						280	280	M	TEMPORARY 150 mm WHITE LINE (TYPE II TAPE)	646.614	10
						80 410	80 410	M	TEMPORARY 150 mm YELLOW LINE	646.615	798
						1800	1800	M	TEMPORARY 300 mm WHITE LINE	646.64	20
						110	110	M	TEMPORARY 300 mm WHITE LINE (TYPE II TAPE)	646.64	10

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

PROJECT : BRATTLEBORO - ROCKINGHAM

PROJECT NO.: IM 091-1(39)

DESIGN FILE NAME: _/pave/99a202/pa202.dgn
IPARM FILE NAME: pa202gs02.i
SURVEYED BY: CLD ENGINEERS INC
SQUAD LEADER: WRH
PLOT DATE: 02-JUN-2005_14
SURVEY DATE: 10/00
DRAWN BY: MPS
SHEET: 8 OF 37

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 3

VAOT Metric

SUMMARY OF ESTIMATED QUANTITIES

					BRIDGE	ROADWAY	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NUMBER	RND
						80	80	M	TEMPORARY 600 mm STOP BAR	646.66	2
						92	92	EA	TEMPORARY LETTERS OR SYMBOLS	646.70	0
						117 082	117 082	EA	LINE STRIPING TARGETS	646.76	29
						30	30	SM	BLACK PAVEMENT MARKING MASKING TAPE	646.86	EST
						15	15	KG	SEED	651.15	EST
						115	115	kg	FERTILIZER	651.18	EST
						1	1	T	AGRICULTURAL LIMESTONE	651.20	EST
						1	1	T	HAY MULCH	651.25	EST
						20	20	CM	TOPSOIL	651.35	EST
						500	500	SM	EROSION MATTING	654.10	EST
						13	13	SM	TRAFFIC SIGNS, TYPE A	675.20	0.51
									BEGIN OPTION ITEMS		
						40	40	M	FLANGED CHANNEL SIGN POST	675.301	3.2
						40	40	M	SQUARE TUBE SIGN POSTS & ANCHOR	675.341	3.2
									END OPTION ITEMS		
						29	29	EA	REMOVING SIGNS	675.50	0
						63	63	EA	DELINEATORS W/ STEEL POSTS	676.10	0
						20	20	EA	REMOVAL OF EXISTING DELINEATORS	676.12	EST.

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

PROJECT : BRATTLEBORO - ROCKINGHAM

PROJECT NO. : STP 2107(I)S

DESIGN FILE NAME: /PAVE/99a202/pa202.dgn

IPARM FILE NAME: pa202qs03.i PLOT DATE: 02-JUN-2005 14

SURVEYED BY: CLD ENGINEERS INC SURVEY DATE: 6/99

SQUAD LEADER: WRH DRAWN BY: MPS

SHEET: 9 OF 37

LOCATION			CURBED SIDEWALKS					DROP INLETS			GUARDRAIL											MISC.	
			203.15	203.16	301.35	616.21	618.10	604.40	604.412	604.415	616.35	621.20	621.20	621.21	621.505	621.60	621.75	621.80	621.81	621.70	621.52	676.10	
STATION	STATION	POS.	COMM. EXCAV.	SOLID ROCK EXCAV.	SUBBASE OF DENSE CR. STONE	VERTICAL GRANITE CURB	PORT. CEM. CONC. SDWK. 125 mm	CHANGE ELEV. D.I.	REHAB. D.I. CLASS I	REHAB. D.I. CLASS II	TIMBER CURB	STEEL BEAM G.R.	S.B. G.R. (2.4 m POST) (MOD)	H.D. BEAM G.R.	M.T.S.	ANCHOR FOR G.R.	REMOVE & RESET G.R.	REMOVE & DISP. G.R.	REMOVE & DISP. G.P.	GUARDRAIL APPR. SECT TYPE I	MTS TRAILING END TERMINAL	DELINEATOR W/STEEL POSTS	REMARKS
INTERSTATE ROUTE 91			m3	m3	†	m	m2	EA	EA	EA	m	m	m	m	EA	EA	m	m	EA	EA	EA	EA	FOR LOCATIONS SEE LAYOUT SHEETS. ESTIMATED QUANTITY TO BE USED AS DIRECTED BY THE
19+183	57+293							10	22														RESIDENT ENGINEER.
											50												FOR USE @ POST REPLACEMENT LOCATIONS.
BRATTLEBORO												320						331.5					
19+166	19+485	LT										~~319~~			1	1		~~328~~			1	+ 2	ANCHOR @ STA 19+166, (TRAILING END TERMINAL), MTS (FLARED) @ 19+485
												156.2											
19+536	19+690	RT	NB									~~154~~			1	1					1	+ 2	ANCHOR @ STA 19+690, (TRAILING END TERMINAL), MTS (FLARED) @ 19+536 (PIER PROT. NB)
												156.2						115.8					
19+650	19+804	RT										~~154~~			1	1		~~110~~			1	+ 2	ANCHOR @ STA 19+650, (TRAILING END TERMINAL), MTS (FLARED) @ 19+804 (PIER PROT. SB RT.)
												125.7											
19+650	19+774	LT										~~124~~			1	1		57.2			1	+ 2	ANCHOR @ STA 19+650, (TRAILING END TERMINAL), MTS (FLARED) @ 19+774 (PIER PROT. SB LT.)
DUMMERSTON												152.4						163.8					
20+716	20+868	LT										~~152~~			1	1		~~162~~			1	+ 2	ANCHOR @ STA 20+716, (TRAILING END TERMINAL), MTS (FLARED) @ 20+868
												49.5						69.8					
21+512	21+770	LT										~~258~~			1	1		~~269~~			1	+ 2	ANCHOR @ STA 21+512, (TRAILING END TERMINAL), MTS (FLARED) @ 21+770 & 44.5m STEEL BEAM
																							REPLACE BEAM UNITS
21+970	22+947	RT										60.9			1	1		83.8			1	+ 2	ANCHOR @ STA 21+970, (TRAILING END TERMINAL), MTS (FLARED) @ 22+947 & 60.9m STEEL BEAM
												266.7						278.1					REPLACE POST ASSEMBLIES AND BEAM UNITS
22+477	22+743	LT										~~266~~			1	1		~~277~~			1	+ 2	ANCHOR @ STA 22+477, (TRAILING END TERMINAL), MTS (FLARED) @ 22+743
												247.7						255.3					
22+898	23+141	LT										~~243~~			1	1		~~254~~			1	+ 2	ANCHOR @ STA 22+898, (TRAILING END TERMINAL), MTS (FLARED) @ 23+141
												301						312.4					
23+266	23+566	LT										~~300~~			1	1		~~312~~			1	+ 2	ANCHOR @ STA 23+266, (TRAILING END TERMINAL), MTS (FLARED) @ 23+566
												22.8						38.0					
24+187	25+145	RT										~~958~~			1	1		~~967~~			1	+ 2	ANCHOR @ STA 24+187, (TRAILING END TERMINAL), MTS (FLARED) @ 25+145
												289.6						301					REPLACE POST ASSEMBLIES AND BEAM UNITS
24+297	24+586	LT										~~289~~			1	1		~~299~~			1	+ 2	ANCHOR @ STA 24+297, (TRAILING END TERMINAL), MTS (FLARED) @ 24+586
												217.2						228.6					
25+057	25+274	LT										~~217~~			1	1		~~229~~			1	+ 2	ANCHOR @ STA 25+057, (TRAILING END TERMINAL), MTS (FLARED) @ 25+274
												121.8						133.3					
25+403	25+525	LT										~~122~~			1	1		~~133~~			1	+ 2	ANCHOR @ STA 25+403, (TRAILING END TERMINAL), MTS (FLARED) @ 25+525
26+046	29+059	RT										7.6			1	1					1	+ 2	ANCHOR @ STA 26+046, (TRAILING END TERMINAL), MTS (FLARED) @ 29+059
												198.1						209.6					REPLACE POST ASSEMBLIES AND BEAM UNITS
26+468	26+666	LT										~~198~~			1	1		~~210~~			1	+ 2	ANCHOR @ STA 26+468, (TRAILING END TERMINAL), MTS (FLARED) @ 26+666
												129.5											
28+209	28+338	LT										~~129~~			1	1		141			1	+ 2	ANCHOR @ STA 28+209, (TRAILING END TERMINAL), MTS (FLARED) @ 28+338
												201.9						201.9					
28+530	28+731	LT										~~201~~			1	1		~~201~~			1	+ 2	ANCHOR @ STA 28+530, (TRAILING END TERMINAL), MTS (FLARED) @ 28+731
909	221											125.7	198.1					114.3					967 093
28+~~957~~	29+~~291~~	LT										~~114~~	~~220~~			1		~~123~~			1	1	ANCHOR @ STA 28+~~957~~, 2.4 m POST FROM 29+~~071~~ TO 29+291, ATTACH TO ~~EXIST @ 29+291~~ NEW RAIL
			587		709																		
29+082	29+295	LT	~~761~~		~~1750~~																		FOR INTERSTATE WIDENING - DECELERATION LANE @ EXIT 4
10~~2~~	PUTNEY											156.2											
29+~~092~~	29+260	RT	NB									~~168~~			1	1					1	+ 2	MTS (FLARED) @ 29+092; ANCHOR @ 29+260 (PIER PROT. NB)
	377											156.2						100.2					377
29+221	29+~~374~~	RT										~~153~~			1	1		~~110~~			1	+ 2	MTS (FLARED) @ 29+~~374~~; ANCHOR @ 29+221 (PIER PROT. SB RT.)
	331											110.5											267 351 331
29+221	29+~~283~~	LT										~~153~~				2		87.6			1		ANCHOR @ 29+~~221~~ & 29+~~283~~; BURY RAIL IN BACKSLOPE @ 29+~~283~~ (PIER PROT. SB LT.)
671												61						76.2					671 732
29+~~674~~	29+747	LT										~~65~~				1		~~74~~			1	1	ANCHOR @ STA 29+~~674~~, (TRAILING END TERM.), GUARDRAIL APPR. SECT. TYPE I STA 29+~~739~~ TO 29+747
644												87.6											644 732
29+~~618~~	29+747	RT	NB									~~121~~			1						1	1	MTS @ STA 29+~~618~~ GUARDRAIL APPROACH SECT. TYPE I STA 29+~~739~~ TO 29+747 (BR 14-N)
713												19.1						62.9					713 732
29+~~720~~	29+747	RT										~~19~~				1		~~27~~			1	1	ANCHOR @ STA 29+~~720~~, (TRAILING END TERM.), GUARDRAIL APPR. SECT. TYPE I STA 29+~~739~~ TO 29+747
	29+747	RT										8.8											RAIL IN MEDIAN
29+747	29+826	LT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 14-S)
	29+826	RT																					RAIL IN MEDIAN
29+747	29+826	RT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 14-N)
29+747	29+826	RT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 14-S)
	944											102.9						121.9					841 944
29+826	29+~~937~~	LT										~~103~~			1			~~122~~		1	1		GUARDRAIL APPROACH SECT. TYPE I STA 29+826 TO 29+~~834~~, MTS (FLARED) @ STA 29+937
	962											121.9						63.1					841 962
29+826	29+~~955~~	RT										~~121~~			1			~~36~~		1	1		GUARDRAIL APPROACH SECT. TYPE I STA 29+826 TO 29+~~834~~, MTS (FLARED) @ STA 29+~~995~~
	856											15.2											841 856
29+826	29+~~849~~	RT	NB									~~15~~				1				1	1	1	GUARDRAIL APPROACH SECT. TYPE I STA 29+826 TO 29+~~834~~, ANCHOR @ STA 29+~~849~~ (BR 14-N)
												236.2						247.7					
30+374	30+609	LT										~~235~~			1	1		~~246~~			1	+ 2	ANCHOR @ STA 30+374, (TRAILING END TERMINAL), MTS (FLARED) @ 30+609
549												144.8						160.0					694
31+~~558~~	31+709	RT										~~143~~				1		~~151~~		1	1	1	ANCHOR @ STA 31+558, (TRAILING END TERM.), GUARDRAIL APPR. SECT. TYPE I STA 31+~~701~~ TO 31+709
												129.5						144.8					694
31+~~564~~	31+709	LT										~~137~~				1		~~145~~		1	1	1	ANCHOR @ STA 31+564, (TRAILING END TERM.), GUARDRAIL APPR. SECT. TYPE I STA 31+~~701~~ TO 31+709
31+709	31+763	RT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 15-S)
31+709	31+763	LT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 15-S)
SHEET 9 TOTALS			761		1750			10	22			5 631	220		24	29		4 926		8	27	25	

ITEM DETAIL SHEET 1

PROJECT : BRATTLEBORO - ROCKINGHAM

PROJECT NO. : IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn

IPARM FILE NAME: pa2021d01.i

PLOT DATE: 02-JUN-2005

SURVEYED BY:

SURVEY DATE: 10/00

SQUAD LEADER: MW

DRAWN BY: JLR

SHEET: 10 OF 37

LOCATION			CURBED SIDEWALKS					DROP INLETS			GUARDRAIL											MISC.	REMARKS
			203.15	203.16	301.35	616.21	618.10	604.40	604.412	604.415	616.35	621.20	621.20	621.21	621.505	621.60	621.75	621.80	621.81	621.70	621.52	676.10	
STATION	STATION	POS.	COMM. EXCAV.	SOLID ROCK EXCAV.	SUBBASE OF DENSE CR. STONE	VERTICAL GRANITE CURB	PORT. CEM. CONC. SDWK. 125 mm	CHANGE ELEV. D.I.	REHAB. D.I. CLASS I	REHAB. D.I. CLASS II	TIMBER CURB	STEEL BEAM G.R.	S.B. G.R. (2.4 m POST) (MOD)	H.D. BEAM G.R.	M.T.S.	ANCHOR FOR G.R.	REMOVE & RESET G.R.	REMOVE & DISP. G.R.	REMOVE & DISP. G.P.	GUARDRAIL APPR. SECT TYPE I	MTS TRAILING END TERMINAL	DELINEATOR W/STEEL POST	
INTERSTATE ROUTE 91			m3	m3	†	m	m2	EA	EA	EA	m	m	m	m	EA	EA	m	m	EA	EA	EA	EA	
31+763	33+~~078~~ 070	RT													1			19.1		1		1	GUARDRAIL APPROACH SECT. TYPE I STA 31+763 TO 31+778, MTS (FLARED) @ STA 33+078 (BR 15-S)
	854											76.3						83.8					REPLACE POST ASSEMBLIES AND BEAM UNITS
31+763	31+~~899~~	LT										~~121~~			1			~~69~~		1		1	GUARDRAIL APPROACH SECT. TYPE I STA 31+763 TO 31+778, MTS (FLARED) @ STA 31+899 (BR 15-S)
												41.9						53.3					
32+342	32+384	LT										~~42~~			1	1		~~51~~			1	+ 2	ANCHOR @ STA 32+342, (TRAILING END TERMINAL), ~~MTS (FLARED) @ 32+384~~
												114.3						125.7					BURY IN BACK SLOPE @ 31+854
33+650	33+764	LT										~~114~~			1	1		~~126~~			1	+ 2	ANCHOR @ STA 33+650, (TRAILING END TERMINAL), MTS (FLARED) @ 33+764
127												125.7											127
34+~~132~~	34+268	RT										~~121~~			1					1		1	GUARDRAIL APPROACH SECT. TYPE I STA 34+253 TO 34+268, MTS (FLARED) @ STA 34+~~132~~ (BR 16-N)
	34+268											57.2						72.4					
34+189	34+268	LT										~~64~~				1		~~71~~		1	1	1	ANCHOR @ STA 34+189, (TRAILING END TERM.), GUARDRAIL APPR. SECT. TYPE I STA 34+253 TO 34+268
												15.2						66.8					
34+238	34+268	RT										~~15~~				1		~~75~~		1	1	1	ANCHOR @ STA 34+238, (TRAILING END TERM.), GUARDRAIL APPR. SECT. TYPE I STA 34+253 TO 34+268
	34+268	RT										8.8											RAIL IN MEDIAN
34+268	34+380	LT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 16-S)
34+268	34+380	RT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 16-N)
	34+380	RT																					RAIL IN MEDIAN
34+268	34+380	RT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 16-)
												713.4						232.4					380
34+380	34+608	LT										~~213~~			1			~~232~~		1		1	GUARDRAIL APPROACH SECT. TYPE I STA 34+395 TO 34+~~388~~, MTS (FLARED) @ STA 34+608 (BR 16-S)
												121.9						65.2					380
34+380	34+516	RT										~~121~~			1			~~75~~		1		1	GUARDRAIL APPROACH SECT. TYPE I STA 34+395 TO 34+~~388~~, MTS (FLARED) @ STA 34+516 (BR 16-S)
	403											7.6											403
34+380	34+~~410~~	RT										~~15~~				1				1	1	1	GUARDRAIL APPROACH SECT. TYPE I STA 34+380 TO 34+395, ANCHOR @ STA 34+~~410~~ BR 16-N
												102.9						114.3					(TRAILING END TERM)
35+316	35+419	LT										~~103~~			1	1		~~114~~			1	+ 2	ANCHOR @ STA 35+316, (TRAILING END TERMINAL), MTS (FLARED) @ 35+419
479																							
35+~~504~~	35+616	LT																152.4				2	~~RETAINED~~ ANCHOR @ 35+616 (TRAILING END TERM), MTS (FLARED) @ 35+479
210												156.2											210
36+~~195~~	36+366	RT	NB									~~171~~			1	1					1	+ 2	MTS (FLARED) @ 36+~~195~~, ANCHOR @ STA 36+366, (NB PIER PROTECTION)
												125.7											
36+324	36+450	LT										~~126~~				2		57.2				2	ANCHOR @ STA 36+324 ~~& 36+450 (BURY RAIL IN BACKSLOPE), (SB PIER PROTECTION)~~
												156.2						116.4					(TRAILING END TERM), MTS (FLARED) @ 36+450
36+324	36+480	RT										~~156~~			1	1		~~110~~			1	+ 2	ANCHOR @ STA 36+324, MTS (FLARED @ 36+480, (SB PIER PROTECTION)
471												251.5						262.9					471
37+~~475~~	37+722	LT										~~247~~			1	1		~~259~~			1	+ 2	ANCHOR @ STA 37+~~475~~, (TRAILING END TERMINAL), MTS (FLARED) @ 37+722
WESTMINSTER												76.2						87.6					
38+607	38+683	LT										~~76~~			1	1		~~86~~			1	+ 2	ANCHOR @ STA 38+607, (TRAILING END TERMINAL), MTS (FLARED) @ 38+683
												175.3						186.7					
40+657	40+832	LT										~~175~~			1	1		~~185~~			1	+ 2	ANCHOR @ STA 40+657, (TRAILING END TERMINAL), MTS (FLARED) @ 40+832
												121.9											
41+103	41+239	RT										~~121~~			1					1		1	MTS (FLARED) @ STA 41+103, GUARDRAIL APPR. SECT. TYPE I STA 41+224 TO 41+239 (BR 18-N)
												190.5						205.7					
41+027	41+239	LT										~~197~~				1		~~204~~		1	1	1	ANCHOR @ STA 41+027, (TRAILING END TERMINAL). GUARDRAIL APPR. SECT. TYPE I STA 41+224 TO 41+239
												15.2						71.6					
41+209	41+239	RT										~~15~~				1		~~75~~		1	1	1	ANCHOR @ STA 41+209, (TRAILING END TERMINAL). GUARDRAIL APPR. SECT. TYPE I STA 41+224 TO 41+239
	41+239	RT										8.8											RAIL IN MEDIAN
41+239	41+285	RT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 18-S)
41+239	41+285	RT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 18-N)
	41+295	RT										8.8											RAIL IN MEDIAN
41+239	41+285	LT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 18-S)
												15.2											
41+285	41+315	RT										~~15~~				1				1	1	1	GUARDRAIL APPR. SECT. TYPE I STA 41+285 TO 41+300, ANCHOR @ STA 41+315 (BR 18-N)
	426											125.7						141					426
41+285	41+~~433~~	LT										~~133~~			1			~~142~~		1		1	GUARDRAIL APPR. SECT. TYPE I STA 41+285 TO 41+300, MTS (FLARED) @ STA 41+~~433~~ (BR 18-S)
												121.9						73.2					
41+285	41+421	RT										~~121~~			1			~~75~~		1		1	GUARDRAIL APPR. SECT. TYPE I STA 41+285 TO 41+300, MTS (FLARED) @ STA 41+421 (BR 18-S)
												175.3						190.5					
42+100	42+279	LT										~~179~~			1	1		~~190~~			1	+ 2	ANCHOR @ STA 42+100, (TRAILING END TERMINAL), MTS (FLARED) @ 42+279
036	192											156.2											192 036
43+~~038~~	43+207	RT										~~169~~			1	1					1	+ 2	ANCHOR @ STA 43+~~207~~, (TRAILING END TERMINAL), MTS (FLARED) @ 43+~~038~~ (NB PIER PROTECTION)
	308											156.2											308
43+152	43+~~306~~	RT										~~154~~			1	1		108.2			1	+ 2	ANCHOR @ STA 43+152, (TRAILING END TERMINAL), MTS (FLARED) @ 43+~~306~~ (SB PIER PROTECTION)
	218											133.4						64.8					268
43+135	43+~~259~~	LT										~~124~~			1	1		~~110~~			1	+ 2	ANCHOR @ STA 43+135, (TRAILING END TERMINAL), MTS (FLARED) @ 43+~~259~~ (SB PIER PROTECTION)
												80						87.6					
43+844	43+920	RT										~~76~~			1	1		~~86~~			1	+ 2	ANCHOR @ STA 43+844, (TRAILING END TERMINAL), MTS (FLARED) @ 43+920
												221.1						232.4					
45+537	45+757	LT										~~220~~			1	1		~~230~~			1	+ 2	ANCHOR @ STA 45+537, (TRAILING END TERMINAL), MTS (FLARED) @ 45+757
												121.9											000 887
45+880	46+016	RT	NB									~~121~~			1					1		1	GUARDRAIL APPR. SECT. TYPE I STA 46+~~001~~ TO 46+016, MTS (FLARED) @ 45+~~880~~ (NB BR 20-N)
948												53.3											948 GUARD RAIL APPR. SECT. TYPE I 46+001 - 46+016
45+~~969~~	46+143	LT										~~8~~			1	1		72.4		1	1	1	ANCHOR @ STA 45+~~969~~ (TRAILING END TERMINAL), ~~RET. 46+016 - 46+143, MTS (FLARED) @ 46+143~~
986												15.2						68.6					000 993
45+~~996~~	46+016	RT										~~15~~				1		~~75~~		1	1	1	GUARDRAIL APPR. SECT. TYPE I STA 46+~~001~~ TO 46+016, ANCHOR @ STA 45+~~986~~ (BR 20-S)
	46+016	RT										8.8											RAIL IN MEDIAN
SHEET 9 TOTALS												3 540			24	24		2 640		16	22	24	

ITEM DETAIL SHEET 2

PROJECT : BRATTLEBORO - ROCKINGHAM

PROJECT NO. : IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn

IPARM FILE NAME: pa2021d01.i

PLOT DATE: 02-JUN-2005

SURVEYED BY: CLD ENGINEERS INC

SURVEY DATE: 10/00

SQUAD LEADER: MW

DRAWN BY: JLR

SHEET: 11 OF 37

LOCATION			CURBED SIDEWALKS					DROP INLETS			GUARDRAIL											MISC.	REMARKS
STATION	STATION	POS.	203.15 COMM. EXCAV.	203.16 SOLID ROCK EXCAV.	301.35 SUBBASE OF DENSE CR. STONE	616.21 VERTICAL GRANITE CURB	618.10 PORT. CEM. CONC. SDWK. 125 mm	604.40 CHANGE ELEV. D.I.	604.412 REHAB. D.I. CLASS I	604.415 REHAB. D.I. CLASS II	616.35 TIMBER CURB	621.20 STEEL BEAM G.R.	621.20 S.B. G.R. (2.4 m POST) (MOD)	621.21 H.D. BEAM G.R.	621.505 M.T.S.	621.60 ANCHOR FOR G.R.	621.75 REMOVE & RESET G.R.	621.80 REMOVE & DISP. G.R.	621.81 REMOVE & DISP. G.P.	621.70 GUARDRAIL APPR. SECT. TYPE I	621.52 MTS TRAILING END TERMINAL	676.10 DELINEATOR W/STEEL POST	
			m3	m3	†	m	m2	EA	EA	EA	m	m	m	m	EA	EA	m	m	EA	EA	EA	EA	
46+016	46+066	RT&LT																					RETAIN BR. RAIL--2 RAIL BOX BEAM BR 20-S
40+066	46+142	LT										61.0						72.4		1			GUARDRAIL APPR. SECT. TYPE I STA 46+066 - 46+081, MTS (FLARED) @ 46+142
46+066	46+096	RT										~~15~~	15.2			1				1	1		ANCHOR @ STA 46+096, (TRAILING END TERM.), GUARDRAIL APPR. SECT. TYPE I STA 46+066 TO 46+081
	203																						203
46+066	46+~~202~~	RT										~~121~~	121.9		1			~~100~~	62.5	1		1	APPR. SECT. TYPE I STA 46+066 TO 46+081, MTS(FLARED) @ 46+~~202~~ (BR 20-S)
	477																						
49+370	49+~~381~~	LT									4.6	~~11~~	106.7		1	1		~~12~~	18.1		1	1	ANCHOR @ STA 49+370, (TRAILING END TERMINAL), MTS (FLARED) @ 49+~~381~~ 477
	49+819	RT										8.8											IN MEDIAN
49+743	49+879	RT										~~121~~	121.9		1			~~25~~		1		1	GUARDRAIL APPR. SECT. TYPE I STA 49+864 TO 49+879, MTS (FLARED) @ 49+743 (BR 21-N)
~~49+849~~	49+879	LT										~~15~~	15.2			1		30.4		1	1	1	GUARDRAIL APPR. SECT. TYPE I STA 49+864 TO 49+879, ANCHOR @ 49+849 (BR 21-S)
49+849	49+879	RT										~~15~~	15.2			1		~~100~~	91.4	1	1	1	GUARDRAIL APPR. SECT. TYPE I STA 49+864 TO 49+879, ANCHOR @ 49+849 (BR 21-S)
	50+026	RT										8.8											IN MEDIAN
49+879	50+026	RT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR21-N)
50+026																							
49+~~879~~	50+155	RT										76.2			1			~~25~~	41.9			1	RETAIN RAIL STA 49+879 ~ 50+155, NEW MTS (FLARED) @ 50+155 (BR 21-S)
50+026																							
49+~~879~~	50+370	LT										7.6			1							1	RETAIN RAIL STA 49+879 ~ 50+370, NEW MTS (FLARED) @ 50+370 (BR 21-S)
50+329	50+443	RT										~~114~~	114.3		1	1		~~126~~	125.7		1	+ 2	ANCHOR @ STA 50+329, (TRAILING END TERMINAL), MTS (FLARED) @ 50+443
																							(TRAILING END TERMINAL)
EXIT 5	ON RAMP	RT										~~84~~	76.4		1	1 ~~2~~		~~83~~	83.8		1	2	ANCHOR @ 23 m FROM BASE OF RAMP, ~~INSTALL 1 5m RADIUS PANEL,~~ MTS (FLARED)
																							ANCHOR @ 107 m FROM BASE OF RAMP, (TRAILING END TERMINAL)
57 ROCKINGHAM																							
~~50~~+102	51+470	LT										3.8			1	1		19.1			1	+ 2	ANCHOR @ STA 50+102, (TRAILING END TERMINAL), MTS (FLARED) @ 51+470
127																							REPLACE POST ASSEMBLIES AND BEAM UNITS
51+~~120~~	51+443	RT										~~323~~	316.3		1	1		~~333~~	331.5		1	+ 2	ANCHOR @ STA 51+120, (TRAILING END TERMINAL), MTS (FLARED) @ 51+443
51+627	52+664	RT										7.6			1	1		19.1			1	+ 2	ANCHOR @ STA 51+627, (TRAILING END TERMINAL), MTS (FLARED) @ 52+664
891																							REPLACE POST ASSEMBLIES AND BEAM UNITS
53+~~881~~	54+131	LT										~~235~~	224.8			1		~~242~~	240	1	1	1	ANCHOR @ STA 53+~~881~~, (TRAILING END TERM.), GUARDRAIL APPR. SECT. TYPE I STA 54+116 TO 54+131
074																							891
54+~~075~~	54+131	RT										~~41~~	41.9			1		~~48~~	41.4	1	1	1	ANCHOR @ STA 54+~~075~~, (TRAILING END TERM.), GUARDRAIL APPR. SECT. TYPE I STA 54+116 TO 54+131
	54+116	RT										8.8											RAIL IN MEDIAN 074
54+131	54+158	LT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 22-S)
54+156	54+188	RT										3.8				1		76			1	1	ANCHOR @ 54+188 (TRAILING END TERMINAL)
54+131	54+158	RT																					RETAIN BR. RAIL--2 RAIL BOX BEAM (BR 22-S)
	303																						MTS (FLARED) @ 54+303
54+158	54+~~298~~	LT										~~125~~	129.5		1	1		~~145~~	77.4			1	GUARDRAIL APPR. SECT. TYPE I STA 54+158 TO 54+173, ~~BURIED END SECTION @ STA 54+298~~
	295																						
54+158	54+~~336~~	RT										~~163~~	121.9		1			~~181~~	99.1			1	GUARDRAIL APPR. SECT. TYPE I STA 54+158 TO 54+173, MTS (FLARED) @ STA 54+~~336~~ 295
55+449	55+858	LT										3.8			1	1		26.7			1	2	~~RETAINED~~ ANCHOR @ 55+449 (TRAILING END TERMINAL), MTS (FLARED) @55+858
56+503	56+639	RT										~~121~~	121.9		1					1		1	GUARDRAIL APPR. SECT. TYPE I STA 56+624 TO 56+639, MTS (FLARED) @ STA 56+503 (BR 23-N)
56+609	56+639	RT									3.7	~~15~~	15.2			1		~~75~~	71.0	1	1	1	GUARDRAIL APPR. SECT. TYPE I STA 56+624 TO 56+639, ANCHOR @ STA 56+609 (BR 23-S)
EXIT 6																							
~~56+624~~	56+639	LT										3.8				1		26.7		1	1	1	GUARDRAIL APPR. SECT. TYPE I STA 56+624 TO 56+639 (CONNECT TO EXIST. SBGR)(BR 23-S)
																							ANCHOR @ END OF EXIT 6 (TRAILING END TERMINAL)
56+639	56+671	RT																					RETAIN BRIDGE RAIL--2 RAIL BOX BEAM (BR 23-N)
	56+624	LT																					RAIL IN MEDIAN
56+639	56+671	LT&RT																					RETAIN BRIDGE RAIL--2 RAIL BOX BEAM (BR 23-S)
	56+686	LT																					RAIL IN MEDIAN
56+671	56+701	RT										~~15~~	15.2			1				1	1	1	GUARDRAIL APPR. SECT. TYPE I STA 56+671 TO 56+686, ANCHOR @ STA 56+701 (BR 23-N)
																							686
56+671	56+807	RT										~~121~~	121.9		1			~~100~~	69.5	1		1	GUARDRAIL APPR. SECT. TYPE I STA 56+686 TO 56+~~679~~, MTS (FLARED) @ STA 56+807 (BR 23-S)
56+671	56+998	LT										~~319~~	308.6					285.8		1			GUARDRAIL APPR. SECT. TYPE I STA 56+671 TO 56+686 (BR 23-S)
56+998	57+006	LT												~~10~~ 9.9									APPROACH RAIL SCHEDULE I STA 56+998 ~ 57+006(BR 23-S)
929																							929
56+~~877~~	57+006	RT										~~121~~	68.6	~~10~~ 9.9	1							1	APPROACH RAIL SCHEDULE I STA 56+998 TO 57+006, MTS (FLARED) @ 56+~~877~~ (BR 23-N)
56+983	57+006	RT										~~15~~	15.2	~~10~~ 9.9		1		~~100~~	82.0		1	1	APPROACH RAIL SCHEDULE I STA 56+998 TO 57+006, ANCHOR @ 56+983 (BR 24-S)
	56+998	RT										8.8											RAIL IN MEDIAN
57+006	57+238	RT																					RETAIN BRIDGE RAIL (BR 24-N)
	57+246	RT										8.8											RAIL IN MEDIAN
57+006	57+238	LT&RT																					RETAIN BRIDGE RAIL (BR 24-S)
57+238	57+261	RT										~~15~~	15.2	~~10~~ 9.9		1					1	1	APPROACH RAIL SCHEDULE I STA 57+238 TO 57+246, ANCHOR @ 57+261 (BR 24-N)
57+238	57+367	RT										~~121~~	121.9	~~10~~ 9.9	1							1	APPROACH RAIL SCHEDULE I STA 57+238 TO 57+246, MTS @ 57+367 (BR 24-S)
EXIT 6	ON RAMP	LT											~~167~~	179.1	1	1 ~~2~~		~~118~~	118.9		1	2	~~ANCHOR @ 150 M FROM BASE OF RAMP, INSTALL 1 5 M RADIUS PANEL~~ MTS
																							ANCHOR @ 317 M FROM BASE OF RAMP, (TRAILING END TERMINAL)
TOTALS THIS SHEET											50	2 246	167	50	14	19		1813		15	13	14	
SHEET 10 TOTALS			761	1750				10	22			5 631	220	-	24	29		4 926		8	26	24	
SHEET 11 TOTALS			-	-				-	-			3 540	-	-	24	24		2 640		16	20	24	
ROUNDING			9	50				0	0			33	3	-	0	0		21		0	0	0	
PROJECT TOTALS			770	1800				10	22		50	11 450	390	50	62	72		9 400		39	63	63	

ITEM DETAIL SHEET 3

PROJECT : BRATTLEBORO - ROCKINGHAM

PROJECT NO. : IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn

IPARM FILE NAME: pa2021d03.i PLOT DATE: 02-JUN-2005

SURVEYED BY: SURVEY DATE: 10/00

SQUAD LEADER: MW DRAWN BY: JLR

SHEET: 12 OF 37

VAOT Metric

TEMPORARY AND DURABLE 150 mm YELLOW LINE

STA 19+183 TO 30+000 SOLID RT
POLY UREA-LPM 1200

TEMPORARY AND DURABLE 150 mm WHITE LINE

STA 19+183 TO 30+000 SOLID LT
STA 19+183 TO 30+000 DASHED CL
POLY UREA-LPM 1200

STEEL BEAM GUARDRAIL (2.4 m POST)(MOD)

STA 29+~~071~~ 023 TO 29+~~291~~ 021 LT

REPLACE GUARDRAIL BEAM UNITS

STA 21+512 TO 21+720 LT
STA 21+970 TO 22+886 RT
STA 24+187 TO 25+145 RT
STA 26+046 TO 29+059 RT

STEEL BEAM GUARDRAIL

STA	19+166	~ 19+485	LT	STA	26+468	~ 26+666	LT
STA	19+536	~ 19+690	RT	STA	28+209	~ 28+338	LT
STA	19+650	~ 19+804	RT	STA	28+530	~ 28+731	LT
STA	19+650	~ 19+774	LT	STA	28+~~957~~ 969	28+~~071~~	LT 29+023
STA	20+716	~ 20+868	LT	STA	29+~~092~~ 194	29+260	LT NB
720 STA	21+~~512~~	~ 21+770	LT	STA	29+221	~ 29+~~283~~	RT 377
STA	29+221	~ 29+374	RT	STA	29+221	~ 29+~~283~~	LT 331
STA	22+477	~ 22+743	LT	STA	29+674	~ 29+747	LT
STA	22+898	~ 23+141	LT	STA	29+~~618~~ 644	29+~~747~~	RT 732
STA	23+266	~ 23+~~566~~	LT	STA	29+~~720~~ 713	29+~~747~~	RT 732
~~STA~~	~~24+187~~	~ ~~25+145~~	~~RT~~	STA	29+~~826~~ 841	29+~~937~~	LT 944
STA	24+297	~ 24+586	LT	STA	29+~~826~~ 841	29+~~955~~	RT 956 NB
STA	25+057	~ 25+274	LT	STA	29+671	~ 29+732	LT
STA	25+403	~ 25+525	LT	STA	29+747	RT (MEDIAN)	
STA	22+886	~ 22+947	RT	STA	29+836	RT (MEDIAN)	

MANUFACTURED TERMINAL SECTION

STA	19+485	LT	STA	25+145	RT
STA	19+536	RT	STA	25+274	LT NB
STA	19+804	RT	STA	25+525	LT
STA	19+774	LT	STA	26+666	LT
STA	20+868	LT	STA	28+338	LT
STA	21+770	LT	STA	28+731	LT
STA	22+743	LT	STA	29_059	RT
STA	22+947	RT	STA	29+~~092~~	RT 104 NB
STA	23+141	LT	STA	29+~~374~~	RT 377
STA	23+566	LT	STA	29+~~937~~	RT 962
STA	24+586	LT	STA	29+~~995~~	LT 944
			STA	29+644	RT NB

GUARDRAIL APPROACH SECTION TYPE I

732 STA	29+~~739~~	~ 29+747	LT	
732 STA	29+~~739~~	~ 29+747	RT (BR 14-N)	
732 STA	29+~~739~~	~ 29+747	RT	
STA	29+826	~ 29+~~834~~	LT 841	
STA	29+826	~ 29+~~834~~	RT 841	
STA	29+826	~ 29+~~834~~	RT (BR 14-N) 841	

REMOVAL & DISP. OF GUARDRAIL

STA	19+167	TO	19+495	LT
STA	20+716	TO	20+878	LT
STA	21+512	TO	21+781	LT
STA	22+477	TO	22+754	LT
STA	22+898	TO	23+152	LT
STA	23+266	TO	23+578	LT
STA	24+188	TO	25+155	RT
STA	24+297	TO	24+596	LT
STA	25+057	TO	25+286	LT
STA	25+403	TO	25+536	LT
STA	26+468	TO	26+678	LT
STA	28+209	TO	28+350	LT
STA	28+530	TO	28+731	LT
STA	28+956	TO	29+071	LT
STA	29+283	TO	29+291	LT
STA	29+673	TO	29+747	LT
STA	29+720	TO	29+747	RT
STA	29+826	TO	29+948	LT
STA	29+826	TO	29+862	RT

CHANGING ELEV. OF DI, CB, MH
REHABILITATION OF DI, CB, OR MH, CLASS I

STA	20+328	LT DI
STA	20+420	LT DI
~~STA~~	~~20+594~~	~~RT DI~~
STA	20+729	LT DI
STA	21+012	LT DI
STA	21+606	LT DI
STA	22+594	RT DI
STA	22+695	RT DI
STA	23+004	LT DI
STA	23+322	LT DI
STA	23+430	LT DI
STA	23+495	LT DI
STA	24+266	RT DI
STA	24+396	RT DI
STA	24+695	RT DI
STA	24+777	RT DI
STA	25+149	LT DI
STA	25+191	LT DI
~~STA~~	~~25+854~~	~~RT DI~~
STA	29+740	LT DI
STA	29+891	LT DI
STA	24+563	RT DI

BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS

STA	21+557	LT
STA	23+090	LT
STA	23+511	LT
STA	23+511	RT
STA	25+415	LT
STA	26+479	LT
STA	26+859	RT
STA	26+986	RT
STA	27+096	RT
STA	27+190	RT
STA	27+303	RT
STA	27+615	RT
STA	27+839	RT
STA	28+167	RT
STA	28+289	LT
STA	28+321	RT
STA	28+445	RT
STA	28+582	LT
STA	28+723	LT
STA	28+850	LT (EXIT 4 ON RAMP)
STA	28+984	RT

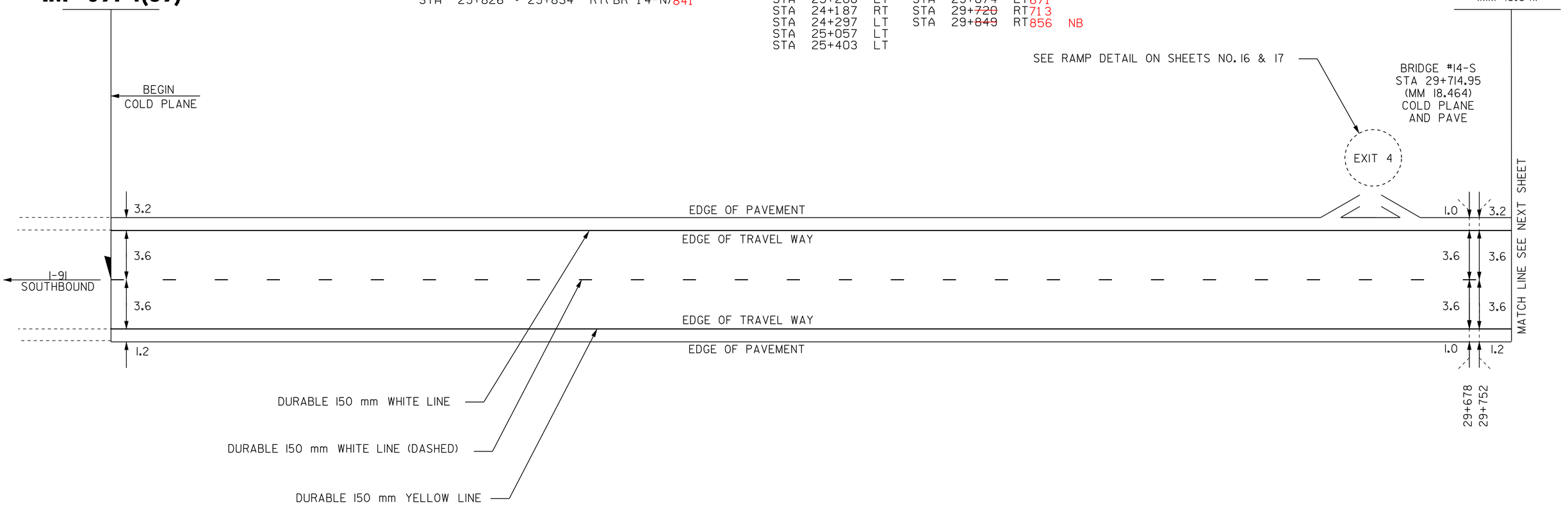
ANCHOR FOR STEEL BEAM RAIL

	STA	19+166	LT	STA	26+046	RT
	STA	19+650	RT	STA	26+468	LT
	STA	19+650	LT	STA	28+209	LT
NB	STA	19+690	RT	STA	28+530	LT
	STA	20+716	LT	STA	28+~~957~~	LT 967
	STA	21+512	LT	STA	29+~~221~~	LT 267
	STA	21+970	RT	STA	29+221	RT
	STA	22+477	LT	STA	29+260	RT NB
	STA	22+898	LT	STA	29+~~283~~	LT 351 BURIED IN BACKSLOPE
	STA	23+266	LT	STA	29+~~674~~	LT 671
	STA	24+187	RT	STA	29+~~720~~	RT 713
	STA	24+297	LT	STA	29+~~849~~	RT 856 NB
	STA	25+057	LT			
	STA	25+403	LT			

SNOW BARRIER - GALVANIZED

BRIDGE #12 OVERPASS - ~~48~~ 39.5 m

INTERSTATE ROUTE 91
STA 19+183.38
(MM 11.920)
BEGIN PROJECT
IM 091-1(39)



NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM
VERTICAL
HORIZONTAL

NOT TO SCALE

PAVING PROJECT LAYOUT #1

PROJECT: BRATTLEBORO - ROCKINGHAM	PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: /pave/99a202/pa202.dgn	
IPARM FILE NAME: pa202101.i	PLOT DATE: 02-JUN-2005_14
SURVEYED BY: CLD ENGINEERS INC	SURVEY DATE: 10/00
SQUAD LEADER: WRH	DRAWN BY: HJC
	SHEET: 13 OF 37

VAOT Metric

TEMPORARY AND DURABLE 150 mm YELLOW LINE

STA 30+000 TO 40+000 SOLID RT
POLY UREA - LPM 1200

TEMPORARY AND DURABLE 150 mm WHITE LINE

STA 30+000 TO 40+000 SOLID LT
STA 30+000 TO 40+000 DASHED CL
POLY UREA - LPM 1200

GUARDRAIL APPROACH SECTION TYPE I

694 STA 31+~~701~~ ~ 31+709 RT
694 STA 31+~~701~~ ~ 31+709 LT
STA 31+763 ~ 31+~~771~~ RT 778
253 STA 34+~~260~~ ~ 34+268 RT
253 STA 34+~~260~~ ~ 34+268 LT
253 STA 34+~~260~~ ~ 34+268 RT
STA 34+380 ~ 34+~~388~~ LT 395
STA 34+380 ~ 34+~~388~~ RT 395
STA 31+763 ~ 31+778 LT
STA 34+380 ~ 34+395 RT NB

STEEL BEAM GUARDRAIL

	STA	30+374 ~ 30+609	LT	STA	34+~~380~~ 395 ~ 34+~~510~~ 516	RT		
599	STA	31+~~558~~ ~ 31+~~701~~	RT 694	STA	34+~~380~~ 395 ~ 34+403	RT NB		
	STA	31+564 ~ 31+~~701~~	LT 694	STA	34+~~380~~ 395 ~ 34+~~601~~	LT 608		
	STA	31+~~771~~ ~ 31+~~892~~	LT 854	STA	35+316 ~ 35+419	LT		
	STA	32+342 ~ 32+384	LT	STA	36+195 ~ 36+~~666~~	RT 366 NB		
	STA	33+650 ~ 33+764	LT	STA	36+324 ~ 36+450	LT		
NB 129	STA	34+~~139~~ ~ 34+~~268~~	RT 253	STA	36+324 ~ 36+480	RT		
	STA	34+196 ~ 34+~~260~~	LT 253	STA	37+~~475~~ 471 ~ 37+722	LT		
238	STA	34+~~245~~ ~ 34+~~268~~ 253	RT	STA	38+607 ~ 38+683	LT		
				STA	35+479 ~ 35+616	LT		

REMOVAL & DISP. OF GUARDRAIL

STA 30+374 TO 30+620 LT
STA 31+558 TO 31+709 RT
STA 31+564 TO 31+709 LT
STA 31+763 TO 31+832 LT
STA 32+343 TO 32+394 LT
STA 33+650 TO 33+776 LT
STA 34+197 TO 34+268 LT
STA 34+380 TO 34+612 LT
STA 35+316 TO 35+430 LT
STA 37+474 TO 37+733 LT
STA 38+608 TO 38+694 LT

CHANGING ELEV. OF DI, CB, MH
REHABILITATION OF DI, CB, OR MH, CLASS I

STA 30+386 LT DI
STA 30+483 LT DI
STA 31+644 LT DI
STA 35+287 RT DI
STA 35+357 RT DI
STA 38+375 RT DI
REST AREA

BITUMINOUS CONCRETE
GUTTERS AND TRAFFIC ISLANDS

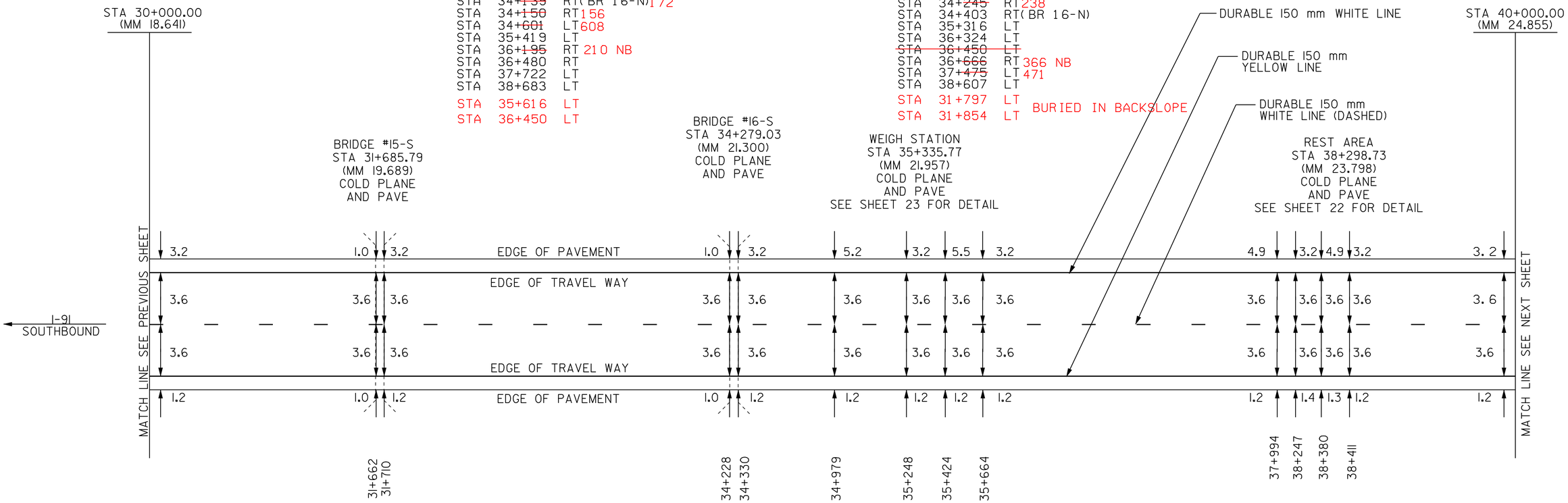
STA 31+571 LT

MANUFACTURED TERMINAL SECTION

STA 30+609 LT
~~STA 31+892 LT~~
STA 32+384 LT
STA 33+~~071~~ RT 078
STA 33+764 LT
STA 34+~~139~~ RT (BR 16-N) 172
STA 34+~~150~~ RT 156
STA 34+~~601~~ LT 608
STA 35+419 LT
STA 36+~~195~~ RT 210 NB
STA 36+480 RT
STA 37+722 LT
STA 38+683 LT
STA 35+616 LT
STA 36+450 LT

ANCHOR FOR STEEL BEAM RAIL

STA 30+374 LT
STA 31+~~558~~ RT 549
STA 31+564 LT
STA 32+342 LT
STA 33+650 LT
STA 34+196 LT
STA 34+~~245~~ RT 238
STA 34+403 RT (BR 16-N)
STA 35+316 LT
STA 36+324 LT
~~STA 36+450 LT~~
STA 36+~~666~~ RT 366 NB
STA 37+~~475~~ LT 471
STA 38+607 LT
STA 31+797 LT
STA 31+854 LT BURIED IN BACKSLOPE



NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM
VERTICAL _____
HORIZONTAL _____

NOT TO SCALE

PAVING PROJECT LAYOUT #2

PROJECT: BRATTLEBORO - ROCKINGHAM	PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: /pave/99a202/pa202.dgn	
IPARM FILE NAME: pa202102.i	PLOT DATE: 02-JUN-2005 14
SURVEYED BY: CLD ENGINEERS INC	SURVEY DATE: 10/00
SQUAD LEADER: WRH	DRAWN BY: HJC
	SHEET: 14 OF 37

VAOT Metric

TEMPORARY AND DURABLE 150 mm YELLOW LINE

STA 40+000 TO ~~50+000~~ RT 43+945 POLY UREA - LPM 1200
STA 43+945 TO 50+000 RT THERMOPLASTIC DUBCO

TEMPORARY AND DURABLE 150 mm WHITE LINE

	~~40+000~~ 44+854				
STA	~~40+000~~	TO	50+000	SOLID LT	THERMOPLASTIC - DOBCO
STA	40+000	TO	~~50+000~~	DASHED CL	43+945-POLY UREA - LPM 1200
STA	40+000	TO	44+864	SOLID LT	- POLY UREA - LPM 1200
STA	43+495	TO	50+000	DASHED CL	- THERMOPLASTIC - DOBCO

STEEL BEAM GUARDRAIL

STA	40+657 ~ 40+832	LT	
STA	41+034 ~ ~~41+231~~	LT	
NB STA	~~41+110~~ 103	~~41+239~~	RT
STA	~~41+216~~ 209	~~41+239~~	RT
NB STA	~~41+285~~ 300	~~41+308~~	RT
STA	~~41+285~~ 300	41+414	RT
STA	~~41+293~~ 300	41+426	LT
STA	42+100 ~ 42+279		LT
NB STA	~~43+038~~ 036	~~43+207~~	RT
STA	43+152 ~ ~~43+306~~		RT
STA	43+135 ~ ~~43+259~~		LT

STA 41+239 RT - MEDIAN

STA	43+844 ~ 43+920	RT	
STA	45+537 ~ 45+757	LT	
STA	45+~~887~~ 880	46+~~016~~	RT 001 NB
STA	45+~~993~~ 986	46+016	RT 001
STA	46+~~066~~ 081	46+~~089~~	RT 096 NB
STA	46+~~066~~ ~ 46+~~105~~		RT 203
STA	49+370 ~ 49+~~381~~		LT 477
STA	49+~~750~~ 743	49+~~879~~	RT 864 NB
STA	49+~~856~~ 849	49+~~879~~	LT 864
STA	49+~~856~~ 849	49+~~879~~	RT 864

STA 41+285 RT - MEDIAN
STA 46+948 ~ 46+001 LT
STA 46+001 RT - MEDIAN
STA 46+066 RT - MEDIAN
STA 46+879 - 46+142 LT
STA 49+879 RT - MEDIAN
EXIT 5 ON RAMP

REMOVAL & DISP. OF GUARDRAIL

STA	40+657	TO	40+842	LT	
STA	41+035	TO	41+239	LT	
STA	41+285	TO	41+427	LT	
STA	42+100	TO	42+290	LT	
STA	43+845	TO	43+931	RT	
STA	45+537	TO	45+767	LT	
STA	49+373	TO	49+385	LT	

GUARDRAIL APPROACH SECTION TYPE I

NB STA	41+~~231~~ 224	41+239	RT (BR 18-N)
STA	41+~~231~~ 224	41+239	LT
STA	41+~~231~~ 224	41+239	RT
NB STA	41+285 ~	41+~~293~~	RT (BR 18-N) 300
STA	41+285 ~	41+~~293~~	LT 300
STA	41+285 ~	41+~~293~~	RT 300
STA	46+~~008~~ 001	46+016	RT (BR 20-N)
STA	46+~~008~~ 001	46+016	RT
STA	46+066 ~	46+~~074~~	RT 081
STA	46+066 ~	46+~~074~~	RT 081 NB
STA	49+~~871~~ 864	49+879	RT (BR 21-N)
STA	49+~~871~~ 864	49+879	LT
STA	49+~~871~~ 864	49+879	RT

STA 46+001 ~ 46+016 LT
STA 46+066 ~ 46+081 LT

ANCHOR FOR STEEL BEAM RAIL

STA	40+657	LT	STA	45+537	LT	
STA	41+034	LT	STA	45+~~969~~	LT	998
NB STA	41+~~308~~	RT 315	STA	45+~~993~~	RT	986
STA	42+100	LT	STA	46+~~089~~	RT	096 NB
STA	43+135	LT	STA	49+370	LT	
STA	43+152	RT	STA	49+~~856~~	LT	899
NB STA	43+~~207~~	RT 192	STA	49+~~879~~	RT	899
STA	43+844	RT				

EXIT 5 ON RAMP
STA 41+209 RT

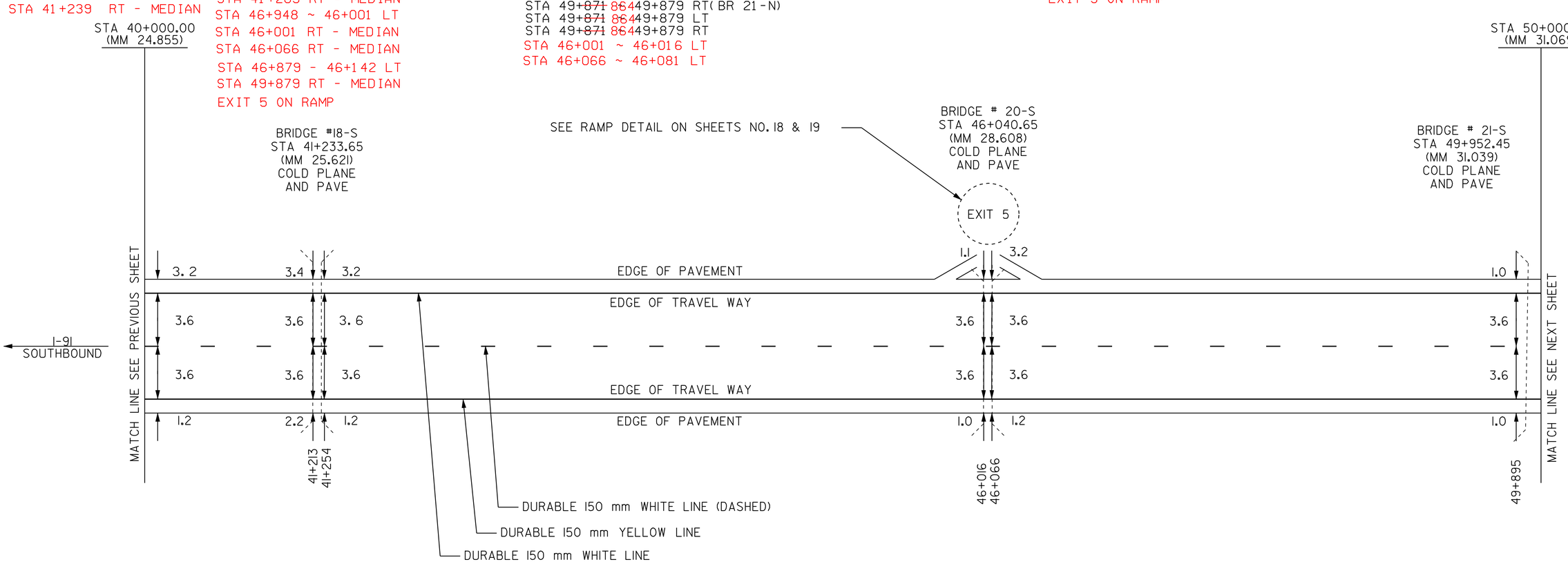
MANUFACTURED TERMINAL SECTION

STA	40+832	LT	STA	43+~~306~~	RT	308
NB STA	41+~~110~~	RT 103	STA	43+920	RT	
STA	41+~~216~~	RT 421	STA	45+757	LT	
STA	41+426	LT	STA	46+~~105~~	RT	203
STA	42+279	LT	STA	46+143	LT	142
NB STA	43+~~038~~	RT 086	STA	49+~~381~~	LT	477
STA	43+~~259~~	LT 268	STA	49+~~750~~	RT	743 NB

STA 45+880 RT NB
EXIT 5 ON RAMP

BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS

STA 41+374 LT
STA 45+717 LT
STA 49+338 RT (2 X 10)
STA 49+970 RT



NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM
VERTICAL _____
HORIZONTAL _____

NOT TO SCALE

PAVING PROJECT LAYOUT #3

PROJECT: BRATTLEBORO - ROCKINGHAM	PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: __/pave/99a202/pa202.dgn	
IPARM FILE NAME: __pa202103.1	PLOT DATE: 02-JUN-2005 14
SURVEYED BY: CLD ENGINEERS INC	SURVEY DATE: __10/00__
SQUAD LEADER: WRH	DRAWN BY: ___HJC___
	SHEET: __15__OF__37__

VAOT Metric

TEMPORARY AND DURABLE 150 mm YELLOW LINE

STA 50+000 TO 57+293 SOLID RT
THERMOPLASTIC - DOBCD

TEMPORARY AND DURABLE 150 mm WHITE LINE

STA 50+000 TO 57+293 SOLID LT
STA 50+000 TO 57+293 DASHED CL
THERMOPLASTIC - DOBCD

HEAVY DUTY STEEL BEAM GUARDRAIL

STA 56+998 ~ 57+006 LT 24
STA 56+998 ~ 57+006 RT (BR ~~23~~ N)
STA 56+998 ~ 57 006 RT
STA 57+238 ~ 57+246 RT (BR 24-N)
STA 57+238 ~ 57+246 RT

ANCHOR FOR STEEL BEAM RAIL

51
STA ~~50~~+102 LT
~~STA 50+310 LT~~
STA 50+329 RT
STA 51+~~120~~ RT127
STA 51+627 RT
STA 53+~~888~~ LT891
STA 54+~~082~~ RT074
~~STA 54+291 LT~~
STA 56+~~616~~ RT609
NB STA 56+~~694~~ RT701
STA 57+~~238~~ RT283

STA 55+449 LT
EXIT 6 OFF RAMP
STA 57+261 RT NB
EXIT 6 ON RAMP

STA 50+000.00
(MM 31.069)

REPLACE GUARDRAIL BEAM UNITS & POSTS

STA 50+026 ~ 50+370 LT
STA 50+026 ~ 50+079 RT
STA 51+102 ~ 51+470 LT
STA 51+627 ~ 52+664 RT
STA 55+449 ~ 55+858 LT
EXIT 6
OFF RAMP - STA 56+624 LT

STEEL BEAM GUARDRAIL

~~STA 50+310 ~ 50+325 LT~~STA 56+639 RT (MEDIAN)
STA 50+329 ~ 50+443 RTSTA 56+671 RT (MEDIAN)
129STA 51+~~120~~ ~ 51+443 RTSTA 57+006 RT (MEDIAN)
891STA 53+~~888~~ ~ 54+~~123~~ LTSTA 57+238 RT (MEDIAN)
074STA 54+~~082~~ ~ 54+~~123~~ RT
173STA 54+~~158~~ ~ 54+~~291~~ LT
~~(BURIED END SECTION @ 54+291 LT)~~
173STA 54+~~158~~ ~ 54+~~329~~ RT295
503STA 56+~~510~~ ~ 56+~~639~~ RT624
609STA 56+~~616~~ ~ 56+~~639~~ RT624
NB686STA 56+~~671~~ ~ 56+~~694~~ RT701
686STA 56+~~671~~ ~ 56+~~800~~ RT807
686STA 56+~~671~~ ~ 56+998 LT
NB 929STA 56+~~877~~ ~ ~~57+006~~ RT56+998
STA 56+983 ~ ~~57+006~~ RT56+998
NB 246STA 57+~~238~~ ~ 57+261 RT
246STA 57+~~238~~ ~ 57+367 RT

STA 50+026 RT (RAIL IN MEDIAN)
STA 50+079 TO 50+155 RT
STA 54+131 RT - MEDIAN

GUARDRAIL APPROACH SECTION, TYPE I

STA 54+~~1231~~ ~~16~~54+131 LT
STA 54+~~1231~~ ~~16~~54+131 RT
STA 54+158 ~ 54+~~166~~ LT173
STA 54+158 ~ 54+~~166~~ RT173
STA 56+~~631~~624 56+639 RT (BR 23-N)
STA 56+~~631~~624 56+639 RT
STA 56+~~631~~624 56+639 LT
STA 56+671 ~ 56+~~679~~ RT(BR23-N)686
STA 56+671 ~ 56+~~679~~ RT686
STA 56+671 ~ 56+~~679~~ LT686

REMOVAL & DISP. OF GUARDRAIL

STA 50+311 TO 50+329 LT
STA 50+329 TO 50+455 RT
STA 51+120 TO 51+453 RT
STA 53+889 TO 54+131 LT
STA 54+083 TO 54+131 RT
STA 54+158 TO 54+303 LT
STA 54+158 TO 54+339 RT

MANUFACTURED TERMINAL SECTION

STA 50+155 RT
~~STA 50+325 LT~~
STA 50+~~375~~ LT370
STA 50+443 RT
STA 51+443 RT
STA 51+470 LT
STA 52+664 RT
STA 54+~~329~~ RT295
NB STA 56+~~510~~ RT503
STA 56+~~800~~ RT807
NB STA 56+~~877~~ RT929
STA 57+367 RT
STA 54+303 LT
STA 55+858 RT
EXIT 6 ON RAMP

CHANGING ELEV. OF DI, CB, MH
REHABILITATION OF DI, CB, OR MH, CLASS I

50+028 LT DI
51+627 RT DI
51+735 RT DI
51+845 RT DI
52+150 RT DI
56+650 LT DI

BITUMINOUS CONCRETE
GUTTERS AND TRAFFIC ISLANDS

STA 54+129 LT
STA 54+158 LT
STA 56+461 LT
STA 56+661 LT
STA 56+727 LT

INTERSTATE ROUTE 91
STA 57+292.65
(MM 35.600)
END PROJECT
IM 091-1(39)

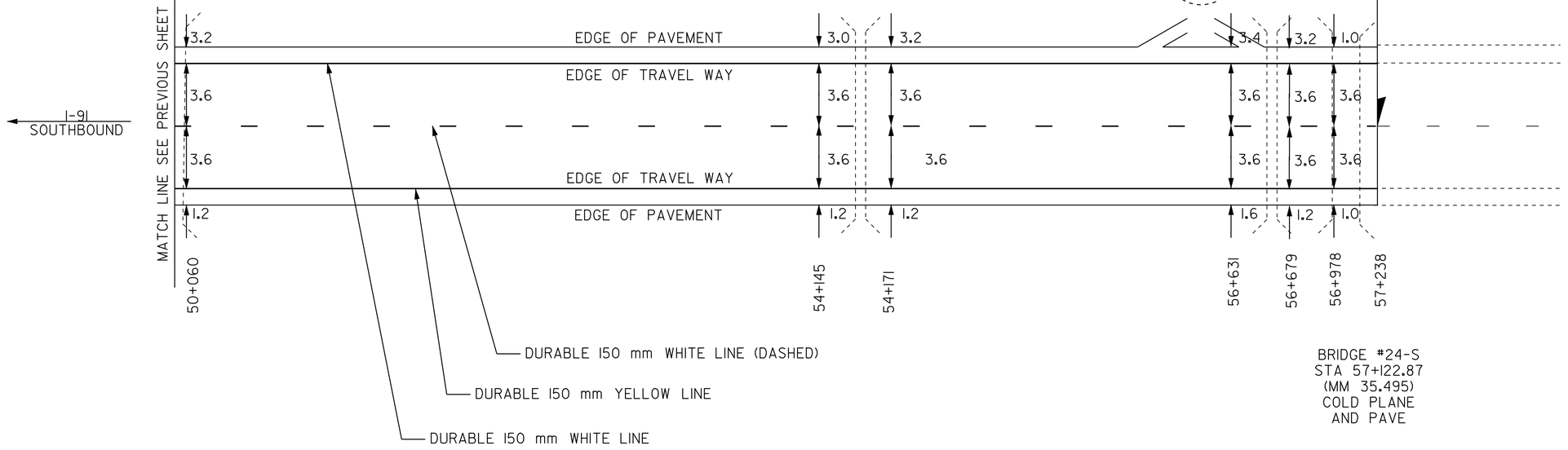
SEE RAMP DETAIL ON SHEETS NO. 20 & 21

BRIDGE# 22-S
STA 54+170.88
(MM 33.660)
COLD PLANE
AND PAVE

END
COLD PLANE

BRIDGE #23-S
STA 56+655.31
(MM 35.204)
COLD PLANE
AND PAVE

EXIT 6



NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM
VERTICAL
HORIZONTAL

NOT TO SCALE

PAVING PROJECT LAYOUT #4

PROJECT: BRATTLEBORO - ROCKINGHAM
PROJECT NO.: IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202104.1
PLOT DATE: 02-JUN-2005 14
SURVEYED BY: CLD ENGINEERS INC
SURVEY DATE: 10/00
SQUAD LEADER: WRH
DRAWN BY: HJC
SHEET: 16 OF 37

EXIT 4 – RAMP B
SOUTHBOUND OFF RAMP

TEMPORARY AND DURABLE 150 mm YELLOW LINE

EXIT 4
SOUTHBOUND OFF RAMP 147 SOLID LT
POLY UREA - LPM 1200

TEMPORARY AND DURABLE 150 mm WHITE LINE

EXIT 4
SOUTHBOUND OFF RAMP 150 SOLID RT
INTERSTATE 91 ~~62~~ 75 DASHED RT
INTERSTATE 91 137 ~~150~~ DOTTED RT
POLY UREA - LPM 1200

TEMPORARY AND DURABLE 300 mm WHITE LINE

EXIT 4
SOUTHBOUND OFF RAMP 30 SOLID LT
INTERSTATE 91 45 SOLID RT
THERMOPLASTIC - DOBCO

TEMPORARY AND DURABLE LETTER OR SYMBOL

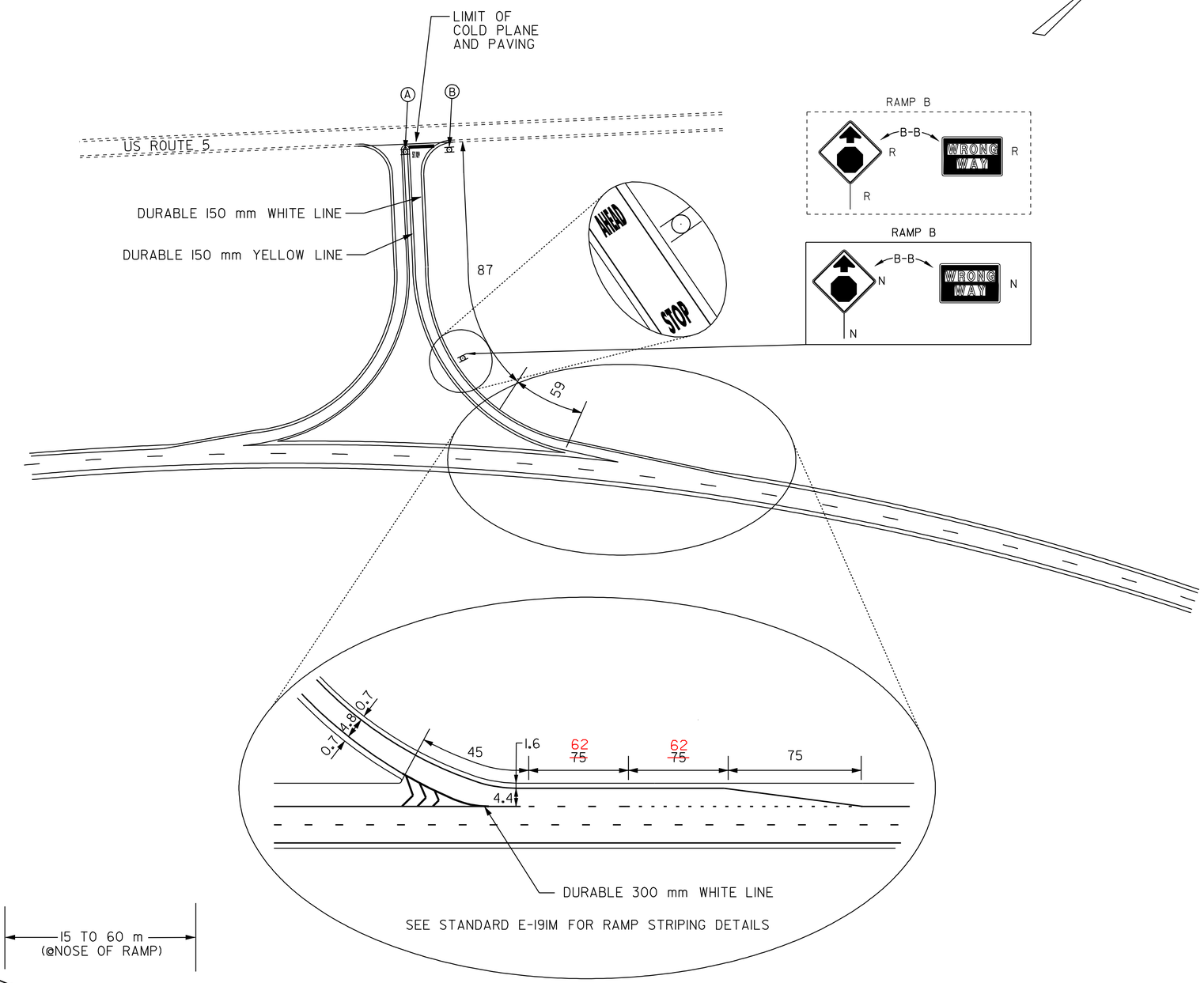
EXIT 4
SOUTHBOUND OFF RAMP "STOP"
SOUTHBOUND OFF RAMP "AHEAD"
SOUTHBOUND OFF RAMP "STOP"

TEMPORARY & DURABLE 600 mm STOP BAR

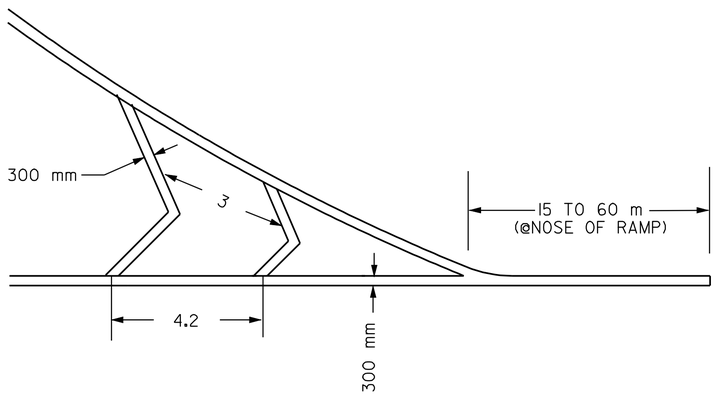
EXIT 4
SOUTHBOUND OFF RAMP
THERMOPLASTIC - DOBCO

REMOVING SIGNS

AS SHOWN - 10

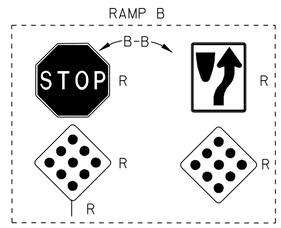


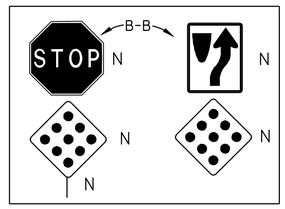
SEE STANDARD E-191M FOR RAMP STRIPING DETAILS



GORE MARKING DETAIL

Ⓐ





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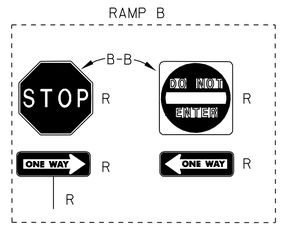
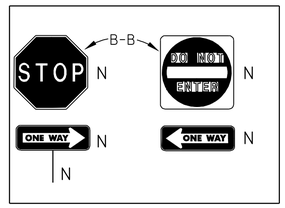




LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	NEW RAIL
	=	EXISTING RAIL
⊗	=	BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

NOT TO SCALE

DATUM
VERTICAL _____
HORIZONTAL _____

RAMP DETAIL #1

PROJECT: BRATTLEBORO-ROCKINGHAM
PROJECT NO.: IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202dt01.i
PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC
SURVEY DATE: 10/00
SQUAD LEADER: WRH
DRAWN BY: HJC
SHEET: 17 OF 37

EXIT 4 – RAMP A
SOUTHBOUND ON RAMP

TEMPORARY AND DURABLE 150 mm YELLOW LINE

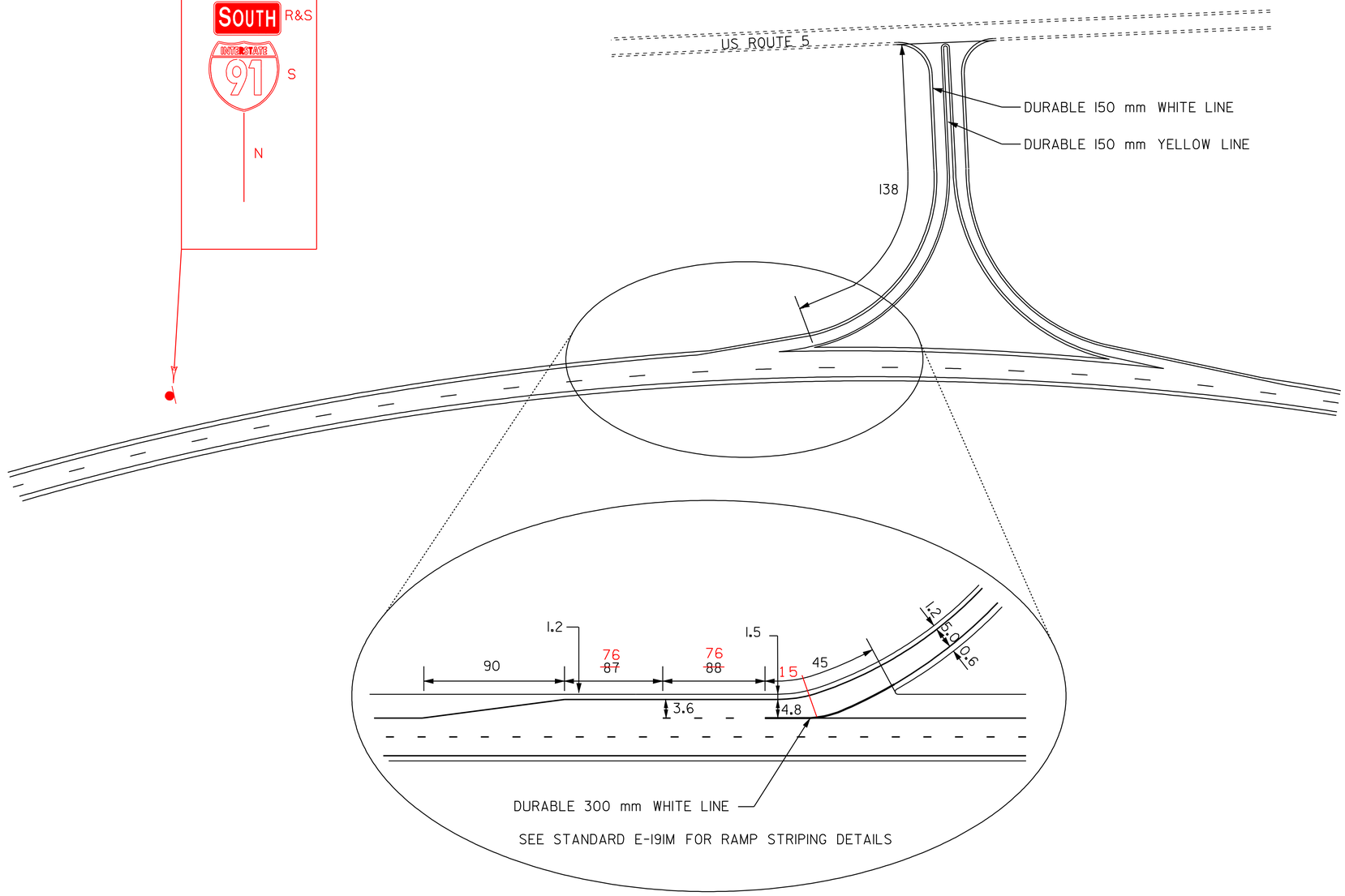
EXIT 4
SOUTHBOUND ON RAMP 139 SOLID LT
POLY UREA - LPM 1200

TEMPORARY AND DURABLE 150 mm WHITE LINE

EXIT 4
SOUTHBOUND ON RAMP 143 SOLID RT
INTERSTATE 91 70 ~~88~~ DASHED RT
POLY UREA - LPM 1200

TEMPORARY AND DURABLE 300 mm WHITE LINE

EXIT 4
SOUTHBOUND ON RAMP 45 SOLID LT
INTERSTATE 91 30 SOLID RT
THERMOPLASTIC - DOBCO



SEE STANDARD E-191M FOR RAMP STRIPING DETAILS

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	NEW RAIL
	=	EXISTING RAIL
⊗	=	BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

NOT TO SCALE

DATUM
VERTICAL _____
HORIZONTAL _____

RAMP DETAIL #2

PROJECT: BRATTLEBORO-ROCKINGHAM
PROJECT NO.: IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202dt02.i PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC SURVEY DATE: 10/00
SQUAD LEADER: WRH DRAWN BY: HJC
SHEET: 18 OF 37

EXIT 5 – RAMP B
SOUTHBOUND OFF RAMP

TEMPORARY AND DURABLE 150 mm YELLOW LINE

EXIT 5
SOUTHBOUND OFF RAMP 196 SOLID LT
POLY UREA - LPM 1200

TEMPORARY AND DURABLE 150 mm WHITE LINE

EXIT 5				
SOUTHBOUND OFF RAMP	204	SOLID	RT	POLY UREA - LPM 1200
INTERSTATE 91	38 ~~75~~	DASHED	RT	THERMOPLASTIC - D0BC0
INTERSTATE 91	113 ~~150~~	DOTTED	RT	THERMOPLASTIC - D0BC0

TEMPORARY AND DURABLE 300 mm WHITE LINE

EXIT 5			
SOUTHBOUND OFF RAMP	52	SOLID LT	THERMOPLASTIC - D0BC0
INTERSTATE 91	37	SOLID RT	THERMOPLASTIC - D0BC0

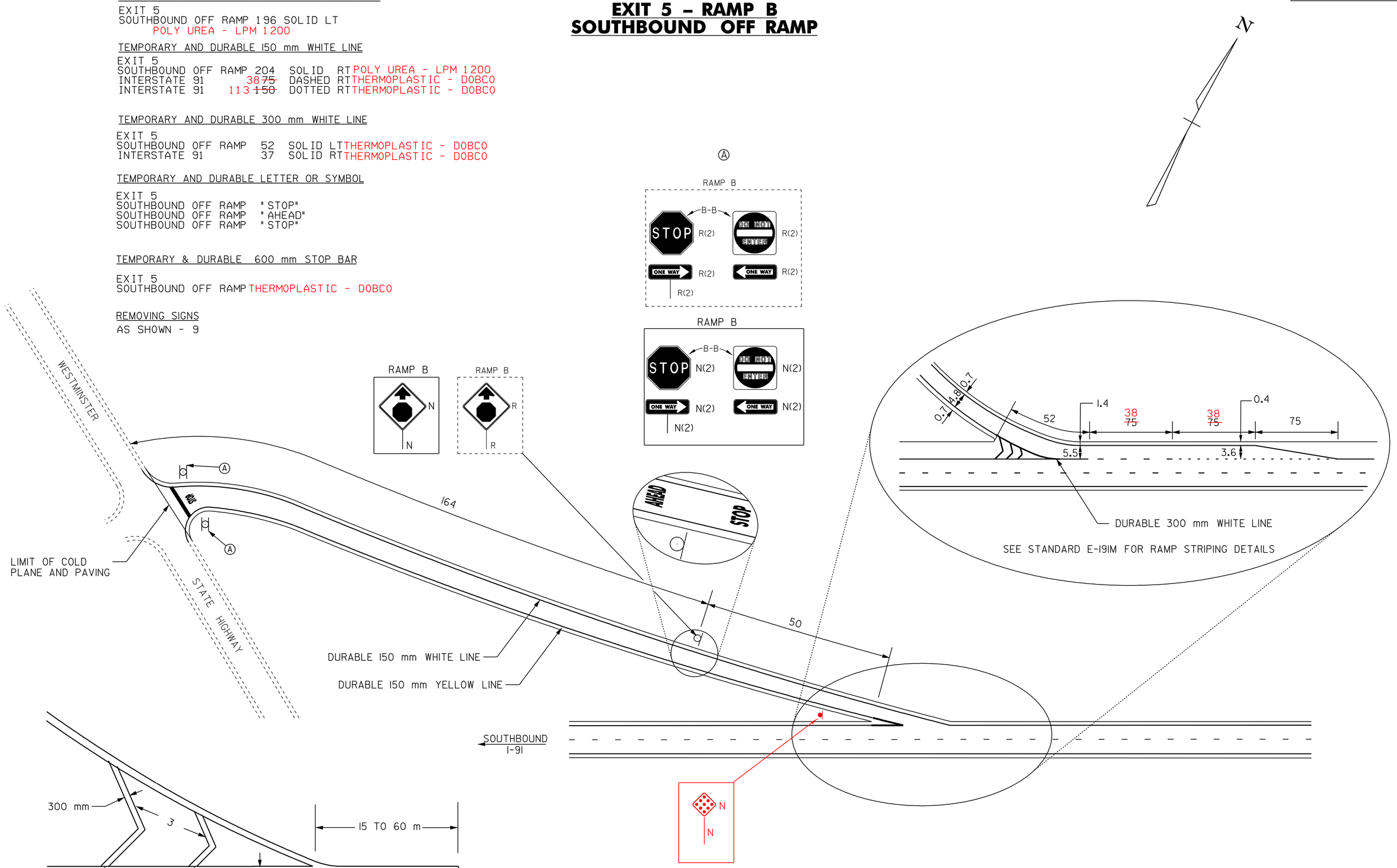
TEMPORARY AND DURABLE LETTER OR SYMBOL

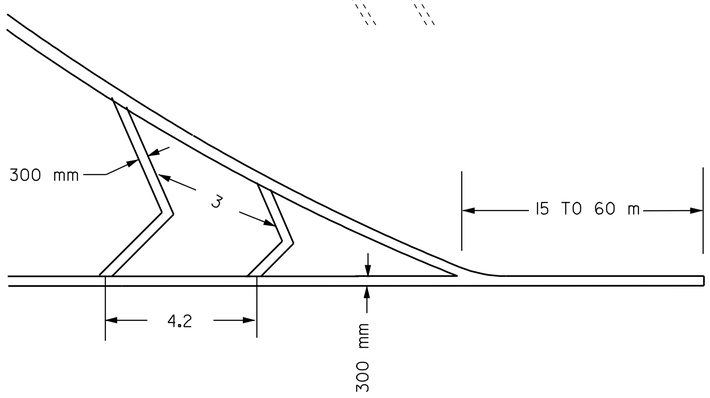
EXIT 5
SOUTHBOUND OFF RAMP "STOP"
SOUTHBOUND OFF RAMP "AHEAD"
SOUTHBOUND OFF RAMP "STOP"

TEMPORARY & DURABLE 600 mm STOP BAR

EXIT 5
SOUTHBOUND OFF RAMP THERMOPLASTIC - D0BC0

REMOVING SIGNS
AS SHOWN - 9





GORE MARKING DETAIL

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	NEW RAIL
	=	EXISTING RAIL
⊗	=	BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM
VERTICAL _____
HORIZONTAL _____

RAMP DETAIL #3

PROJECT: BRATTLEBORO-ROCKINGHAM
PROJECT NO.: IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202dt03.i
PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC
SURVEY DATE: 10/00
SQUAD LEADER: WRH
DRAWN BY: HJC
SHEET: 19 OF 37

EXIT 5 – RAMP A
SOUTHBOUND ON RAMP

TEMPORARY AND DURABLE 150 mm YELLOW LINE

EXIT 5
SOUTHBOUND ON RAMP 130 SOLID LT
POLY UREA - LPM 1200

TEMPORARY AND DURABLE 150 mm WHITE LINE

EXIT 5
SOUTHBOUND ON RAMP 130 SOLID RT POLY UREA - LPM 1200
INTERSTATE 91 31 ~~88~~ DASHED RT THERMOPLASTIC D0BC0

TEMPORARY AND DURABLE 300 mm ~~YELLOW~~ WHITE LINE

EXIT 5
SOUTHBOUND ON RAMP 35 SOLID LT
INTERSTATE 91 50 SOLID RT
THERMOPLASTIC D0BC0

REMOVAL & DISP. OF GUARDRAIL

EXIT 5
SOUTHBOUND ON RAMP 24 TO 107 RT

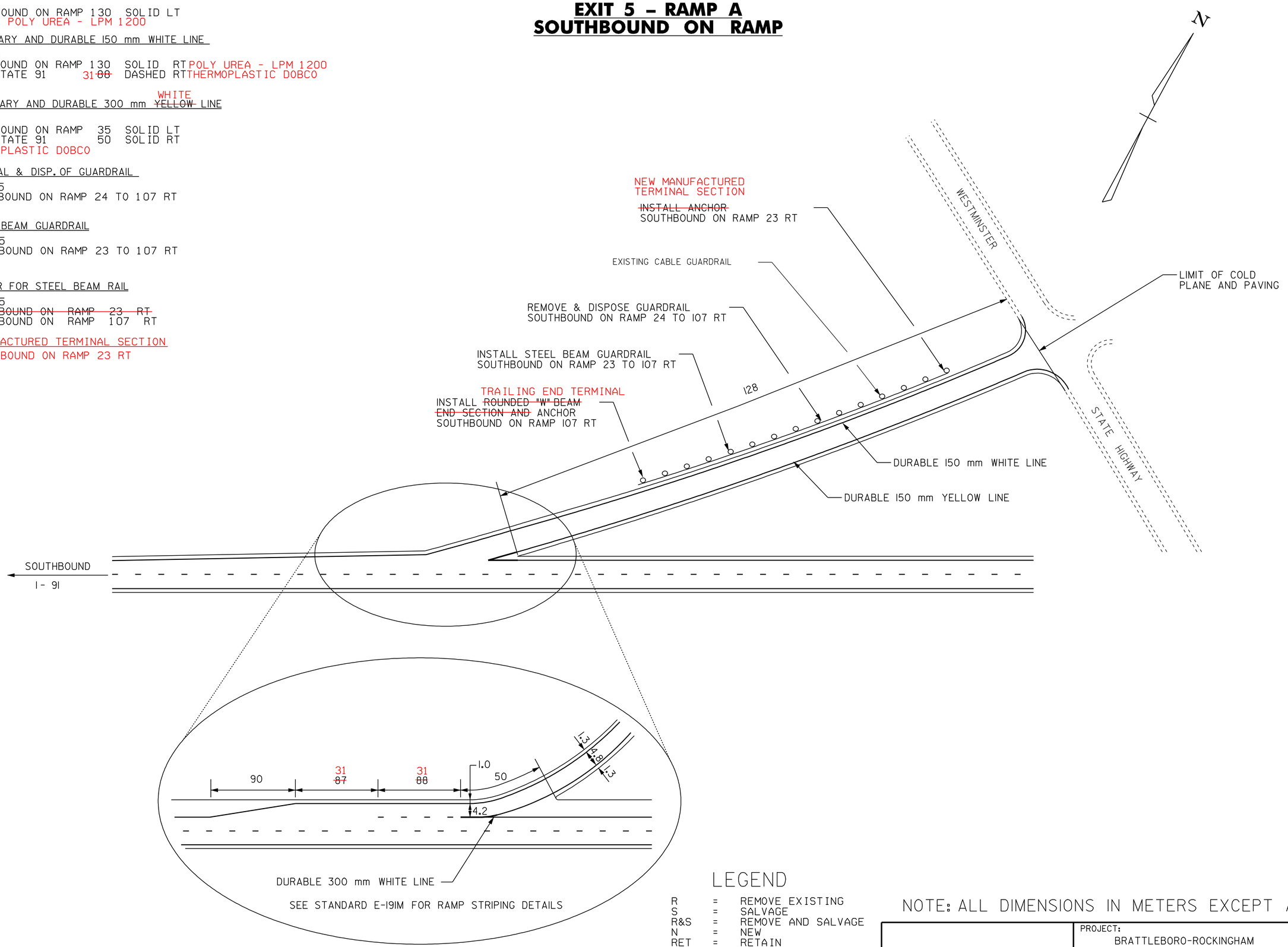
STEEL BEAM GUARDRAIL

EXIT 5
SOUTHBOUND ON RAMP 23 TO 107 RT

ANCHOR FOR STEEL BEAM RAIL

EXIT 5
~~SOUTHBOUND ON RAMP 23 RT~~
SOUTHBOUND ON RAMP 107 RT

MANUFACTURED TERMINAL SECTION
SOUTHBOUND ON RAMP 23 RT



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	NEW RAIL
	=	EXISTING RAIL
⊗	=	BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM
VERTICAL
HORIZONTAL

RAMP DETAIL #4

PROJECT: BRATTLEBORO-ROCKINGHAM
PROJECT NO.: IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202dt04.i PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC SURVEY DATE: 10/00
SQUAD LEADER: WRH DRAWN BY: HJC
SHEET: 20 OF 37

VAOT Metric

TEMPORARY AND DURABLE 150 mm YELLOW LINE
EXIT 6
SOUTHBOUND OFF RAMP 372 SOLID LT
(POLY UREA) DOBCD

TEMPORARY AND DURABLE 150 mm WHITE LINE
EXIT 6
SOUTHBOUND OFF RAMP 376 SOLID RT POLY UREA LPM - 1200
INTERSTATE 91 30~~75~~ DASHED RT THERMOPLASTIC DOBCO
INTERSTATE 91 126~~150~~ DOTTED RT THERMOPLASTIC DOBCO

TEMPORARY AND DURABLE LETTER OR SYMBOL
EXIT 6
SOUTHBOUND OFF RAMP "STOP"
SOUTHBOUND OFF RAMP "AHEAD"
SOUTHBOUND OFF RAMP "STOP"

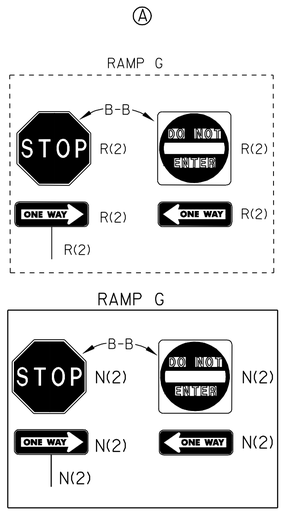
TEMPORARY AND DURABLE 300 mm WHITE LINE THERMOPLASTIC DOBCO
EXIT 6
SOUTHBOUND OFF RAMP 17 SOLID LT
INTERSTATE 91 32 SOLID RT
+ DIAGONALS
+ GORE MARKINGS EXIT 6 OFF RAMP

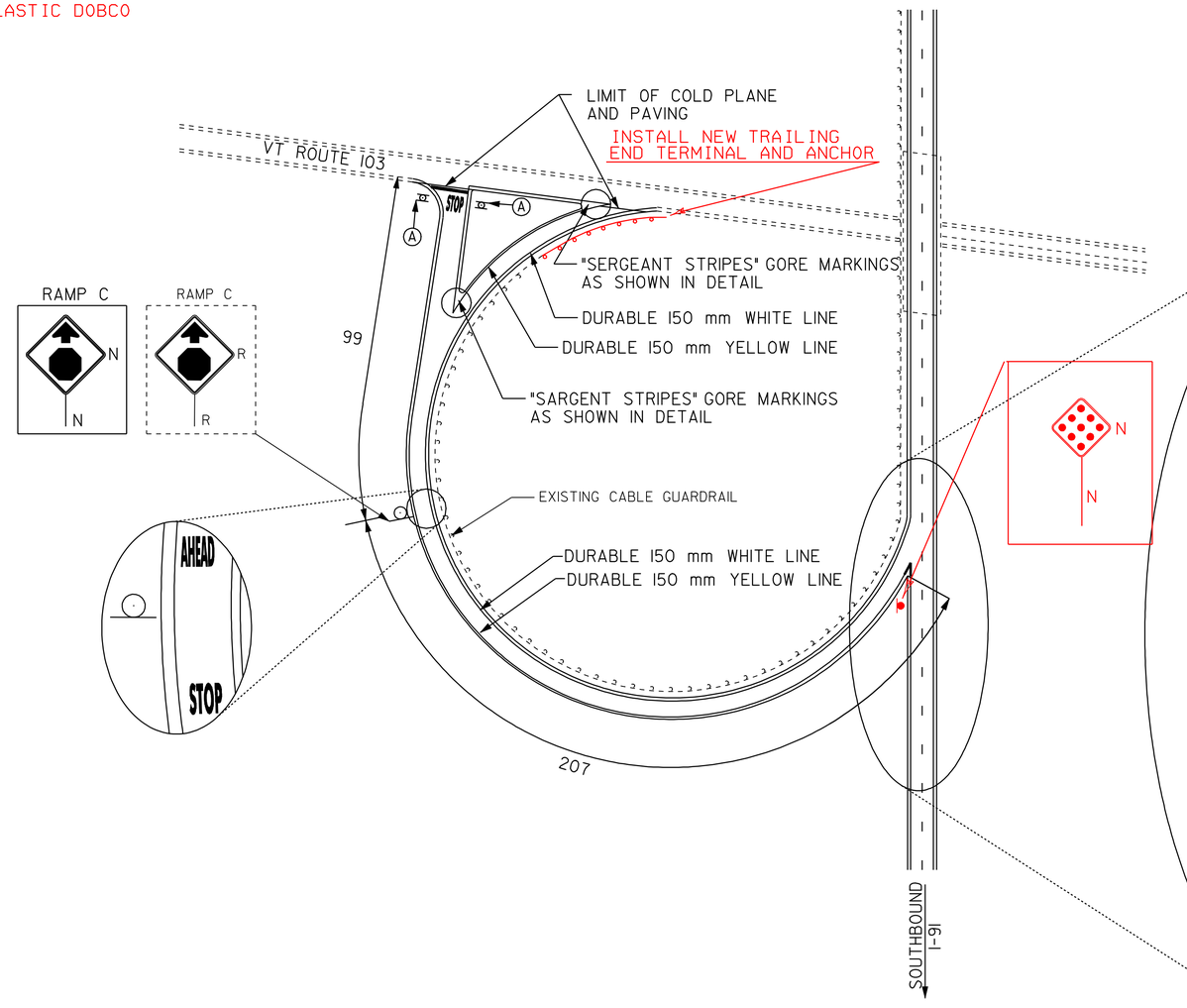
TEMPORARY AND DURABLE 600 mm STOP BAR
EXIT 6
SOUTHBOUND OFF RAMP THERMOPLASTIC DOBCO

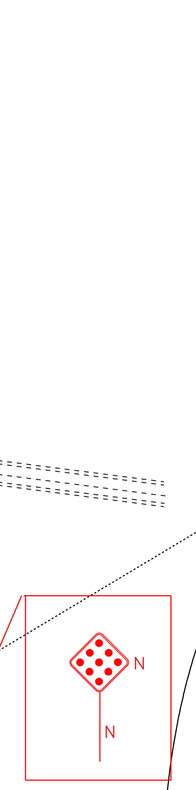
BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS
EXIT 6
SOUTHBOUND OFF RAMP 2

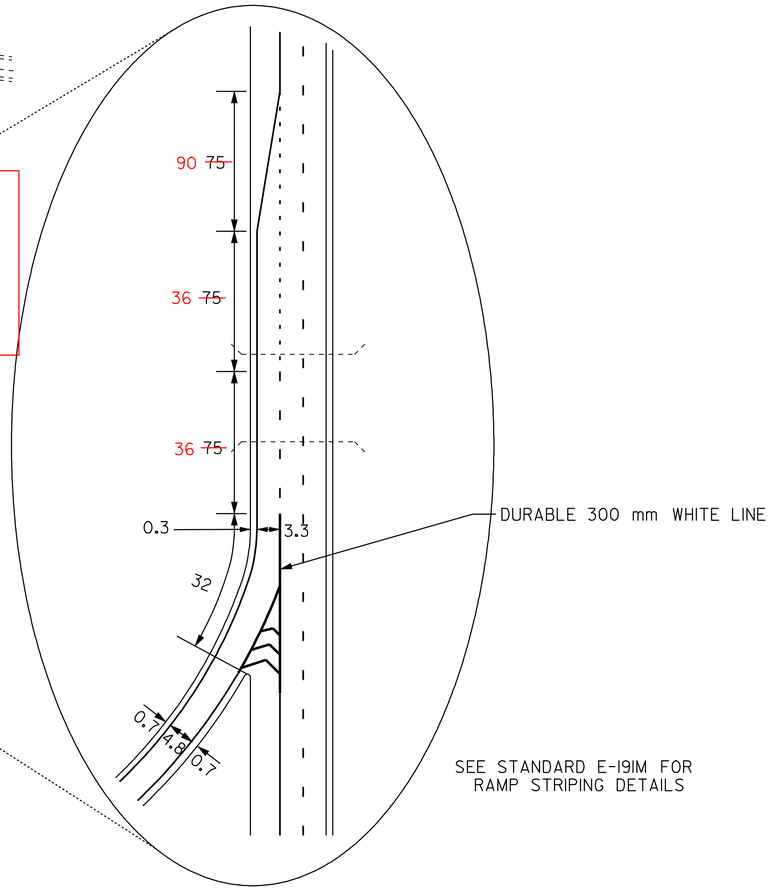
REMOVING SIGNS
AS SHOWN - 9

EXIT 6 – RAMP C & G
SOUTHBOUND OFF RAMP

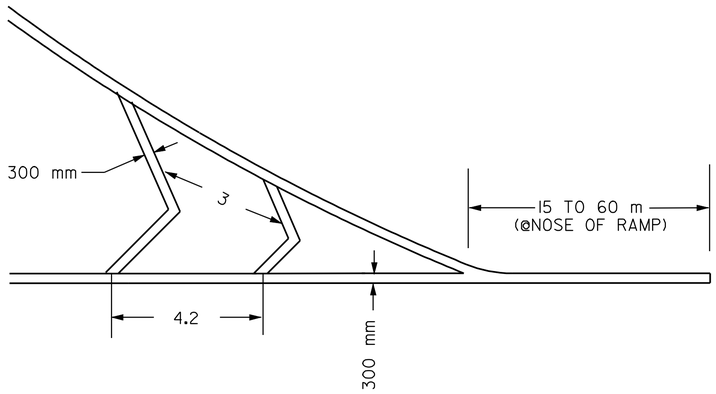








SEE STANDARD E-191M FOR RAMP STRIPING DETAILS



GORE MARKING DETAIL

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	NEW RAIL
	=	EXISTING RAIL
⊗	=	BORING LOCATION

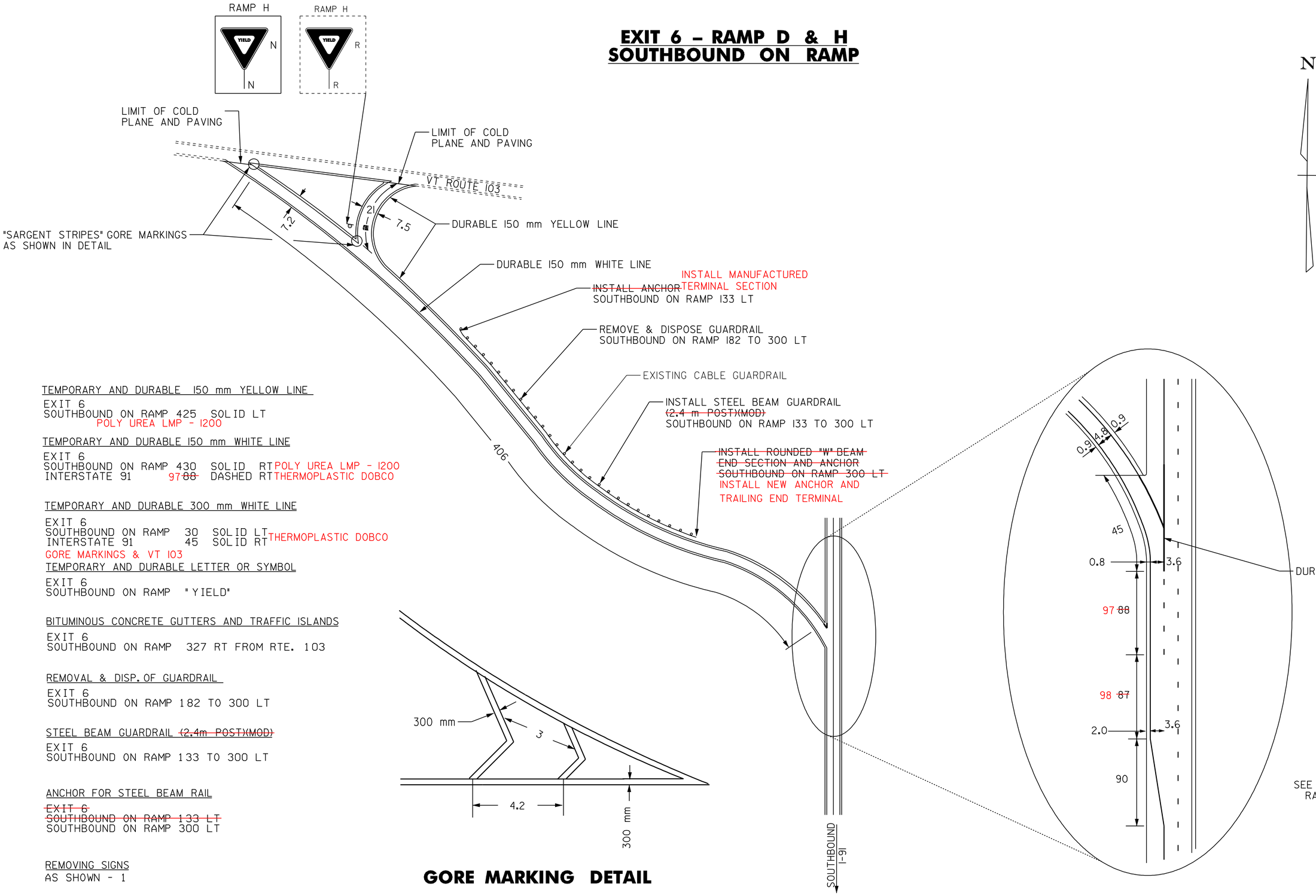
NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

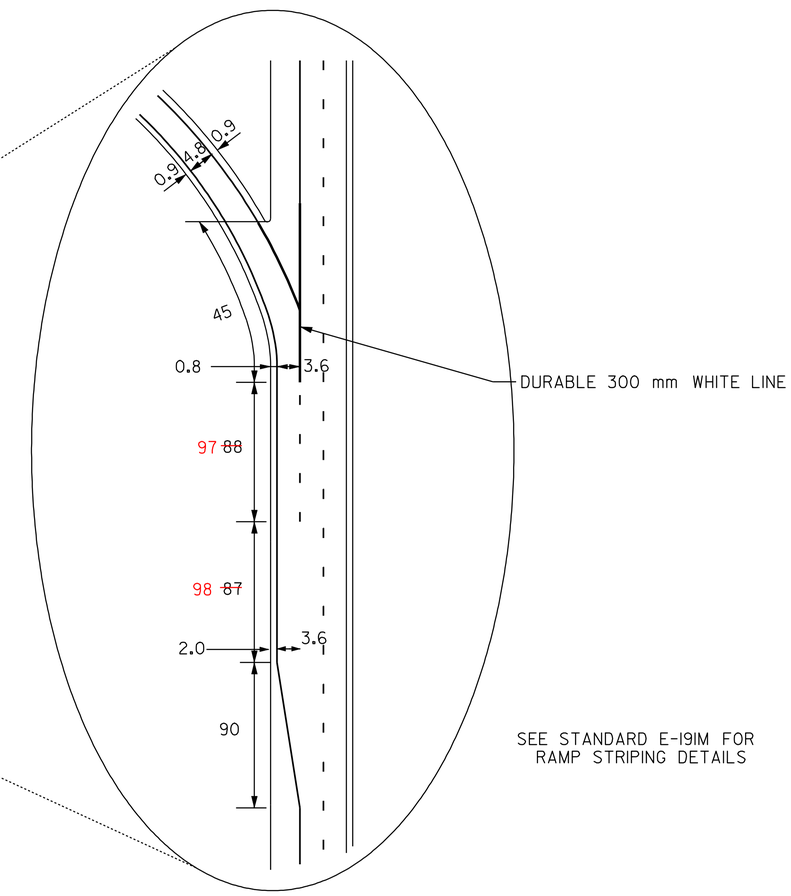
DATUM
VERTICAL _____
HORIZONTAL _____

RAMP DETAIL #5

PROJECT: BRATTLEBORO-ROCKINGHAM
PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202dt05.i PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC SURVEY DATE: 10/00
SQUAD LEADER: WRH DRAWN BY: HJC
SHEET: 21 OF 37

EXIT 6 – RAMP D & H
SOUTHBOUND ON RAMP





GORE MARKING DETAIL

N

TEMPORARY AND DURABLE 150 mm YELLOW LINE

EXIT 6
SOUTHBOUND ON RAMP 425 SOLID LT
POLY UREA LMP - 1200

TEMPORARY AND DURABLE 150 mm WHITE LINE

EXIT 6
SOUTHBOUND ON RAMP 430 SOLID RT POLY UREA LMP - 1200
INTERSTATE 91 97 ~~88~~ DASHED RT THERMOPLASTIC DOBCO

TEMPORARY AND DURABLE 300 mm WHITE LINE

EXIT 6
SOUTHBOUND ON RAMP 30 SOLID LT
INTERSTATE 91 45 SOLID RT THERMOPLASTIC DOBCO
GORE MARKINGS & VT 103

TEMPORARY AND DURABLE LETTER OR SYMBOL

EXIT 6
SOUTHBOUND ON RAMP "YIELD"

BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS

EXIT 6
SOUTHBOUND ON RAMP 327 RT FROM RTE. 103

REMOVAL & DISP. OF GUARDRAIL

EXIT 6
SOUTHBOUND ON RAMP 182 TO 300 LT

STEEL BEAM GUARDRAIL ~~(2.4m POST)(MOD)~~

EXIT 6
SOUTHBOUND ON RAMP 133 TO 300 LT

ANCHOR FOR STEEL BEAM RAIL

~~EXIT 6~~
~~SOUTHBOUND ON RAMP 133 LT~~
SOUTHBOUND ON RAMP 300 LT

REMOVING SIGNS

AS SHOWN - 1

MANUFACTURED TERMINAL SECTION
SOUTHBOUND ON RAMP 300 LT

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
▬▬	=	NEW RAIL
▫▫▫	=	EXISTING RAIL
⊗	=	BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

NOT TO SCALE

DATUM
VERTICAL _____
HORIZONTAL _____

RAMP DETAIL #6

PROJECT: BRATTLBORO-ROCKINGHAM	PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: _/pave/99a202/pa202.dgn	
IPARM FILE NAME: pa202dt06.i	PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC	SURVEY DATE: 10/00
SQUAD LEADER: WRH	DRAWN BY: HJC
	SHEET: 22 OF 37

POLY UREA LPM 1200
TEMPORARY AND DURABLE 150 mm WHITE LINE

REST AREA 93 SOLID RT
DECELERATION LANE 125 DOTTED RT
DECELERATION LANE 61 DASHED RT
ACCELERATION LANE 55 DASHED RT
GRASS ISLAND 73 SOLID RT

POLY UREA LPM 1200
TEMPORARY AND DURABLE 150 mm YELLOW LINE

GRASS ISLAND 106 SOLID RT

THERMOPLASTIC - DOBCO
TEMPORARY AND DURABLE 100 mm WHITE LINE

~~GRASS ISLAND 73 SOLID RT~~
PARKING 210 SOLID RT

POLY UREA LPM 1200
~~TEMPORARY AND~~ DURABLE 100 mm YELLOW LINE

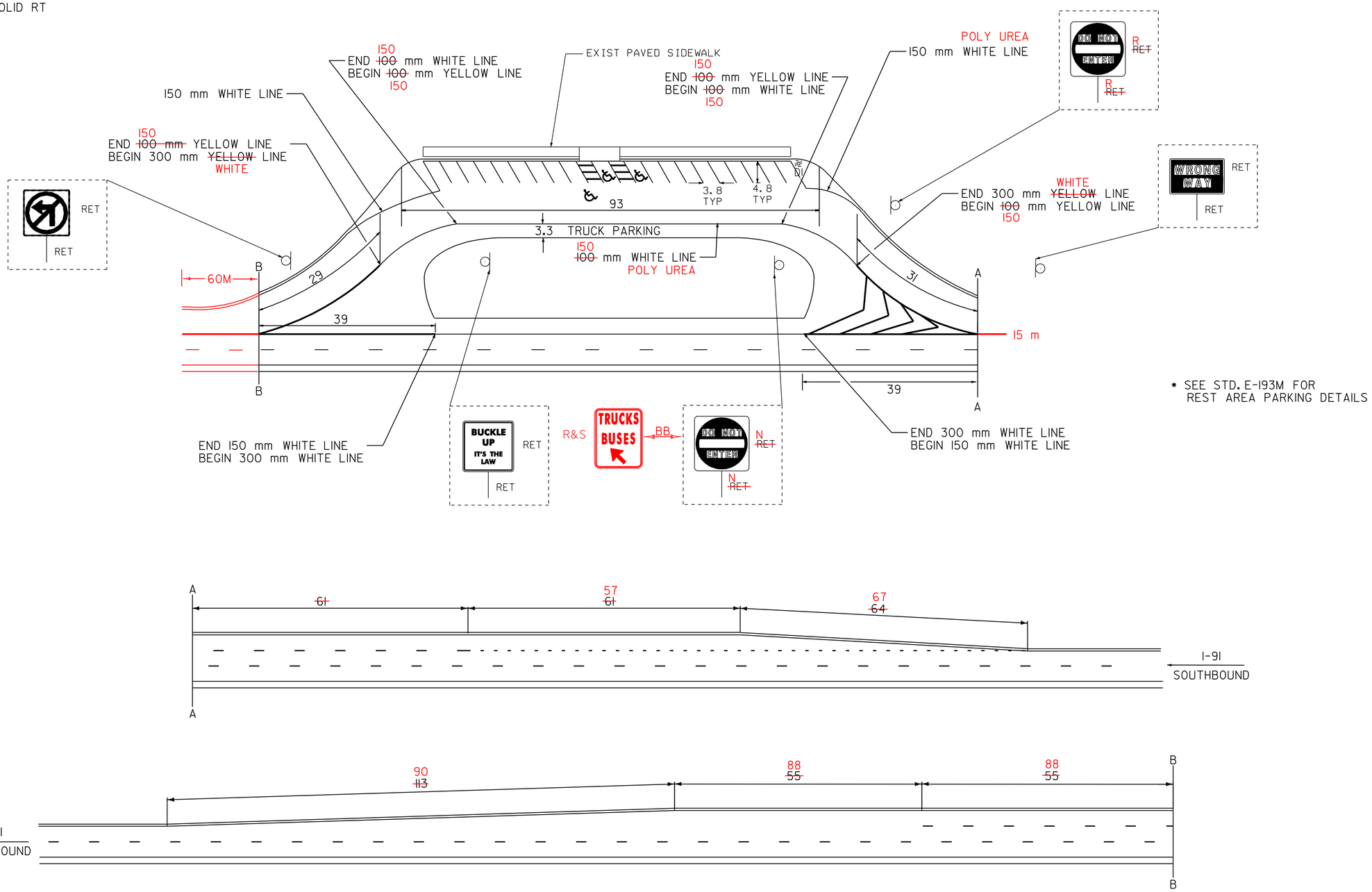
GRASS ISLAND 40 SOLID RT

THERMOPLASTIC - DOBCO
TEMPORARY AND DURABLE 300 mm WHITE LINE

REST AREA
INTERSTATE 91 39 SOLID RT
OFF RAMP 31 SOLID RT + 15 SOLID RT
ON RAMP 29 SOLID RT
INTERSTATE 91 39 SOLID RT + 60 SOLID RT

TEMPORARY AND DURABLE LETTER OR SYMBOL

REST AREA
2 HANDICAP MARKINGS



* SEE STD. E-193M FOR REST AREA PARKING DETAILS

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	NEW RAIL
	=	EXISTING RAIL
⊗	=	BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

NOT TO SCALE

DATUM
VERTICAL
HORIZONTAL

REST AREA DETAIL

PROJECT: BRATTLEBORO-ROCKINGHAM
PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202d107.i
PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC
SURVEY DATE: 6/99
SQUAD LEADER: WRH
DRAWN BY: MPS
SHEET: 23 OF 37

VAOT Metric

TEMPORARY AND DURABLE 150 mm WHITE LINE

WEIGH STATION 171 SOLID RT (LANE LINE)
DECELERATION LANE ~~140~~ DOTTED RT 143
DECELERATION LANE ~~56~~ DASHED LINE 59
ACCELERATION LANE ~~85~~ DASHED LINE 98

~~TEMPORARY AND~~ DURABLE 150 mm YELLOW LINE

GRASS ISLAND 181 SOLID RT

~~TEMPORARY AND~~ DURABLE 150 ~~100~~ mm WHITE LINE

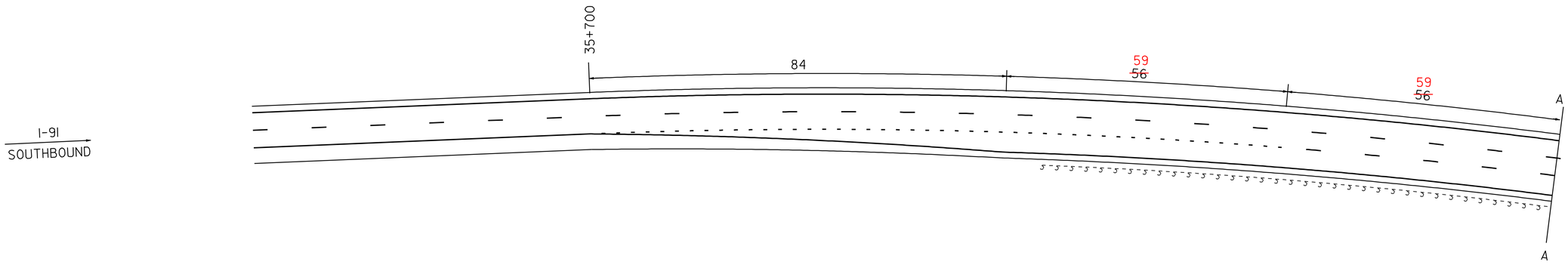
LANE AND EDGE 342 SOLID RT

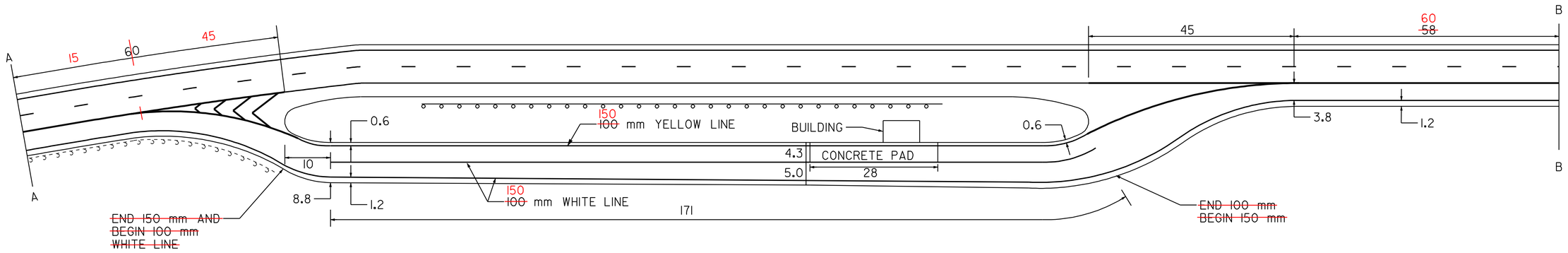
~~TEMPORARY AND DURABLE 100 mm YELLOW LINE~~

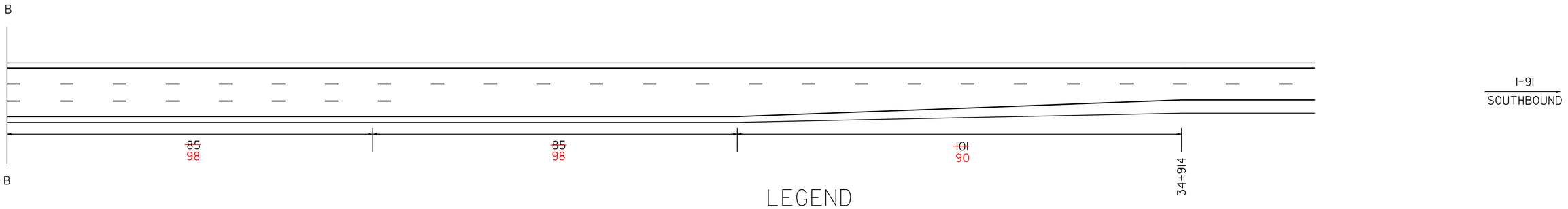
~~GRASS ISLAND 181 SOLID RT~~

TEMPORARY AND DURABLE 300 mm WHITE LINE

WEIGH STATION
INTERSTATE 91 60 SOLID RT
OFF RAMP ~~39~~ SOLID LT 45
ON RAMP 45 SOLID LT
INTERSTATE 91 ~~103~~ SOLID RT 105







LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	NEW RAIL
	=	EXISTING RAIL
⊗	=	BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

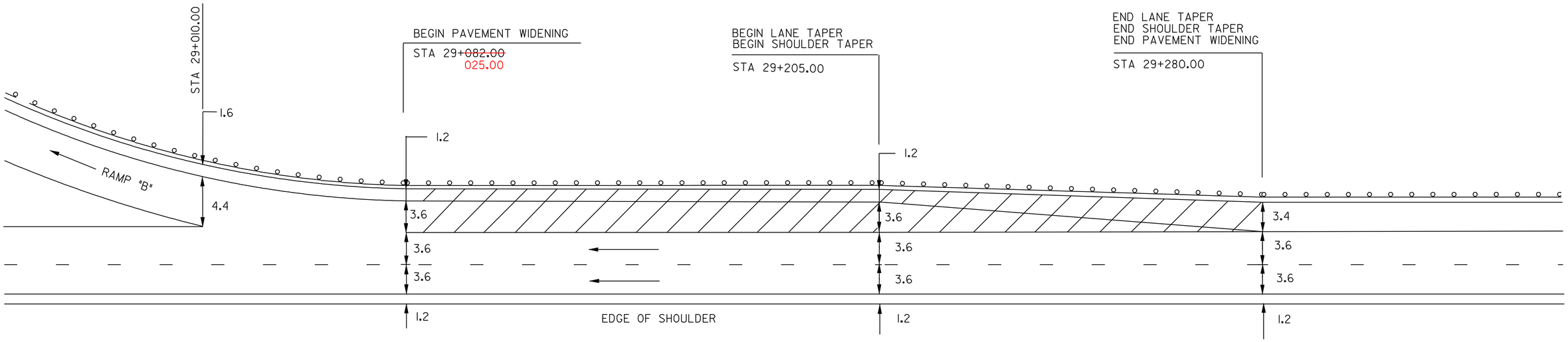
NOT TO SCALE

DATUM
VERTICAL
HORIZONTAL

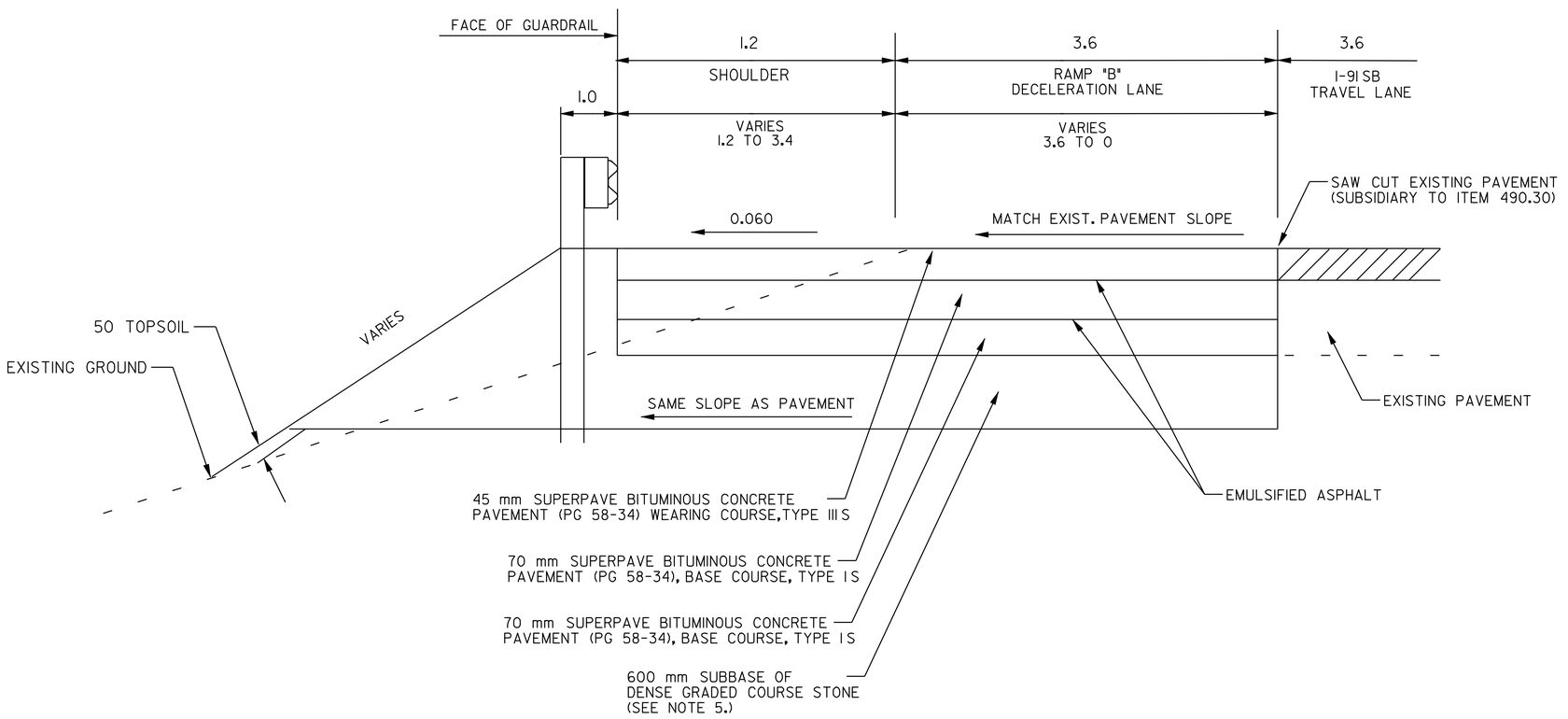
WEIGH STATION DETAIL

PROJECT: BRATTLEBORO-ROCKINGHAM
PROJECT NO.: IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202d108.i
PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC
SURVEY DATE: 6/99
SQUAD LEADER: WRH
DRAWN BY: MPS
SHEET: 24 OF 37



INTERCHANGE NO.4 RAMP "B" DECELERATION LANE PAVEMENT WIDENING



PAVEMENT WIDENING DETAIL

NOT TO SCALE

NOTES:

1. THE PAVEMENT WIDENING SHALL BE CONSTRUCTED USING TWO 70 mm LIFTS OF TYPE I S BASE COURSE AND ONE 45 mm LIFT OF TYPE III S WEARING COURSE. THE FIRST BASE COURSE SHALL BE PLACED TO MATCH THE ELEVATION OF THE ADJOINING SURFACE OF THE I-91 SB TRAVEL LANE.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.12 L/m2 OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. THE I-91 SB TRAVEL LANE SHALL BE CLOSED TO TRAVEL IN THE AREA OF THE DECELERATION LANE CONSTRUCTION.
4. EXISTING DECELERATION LANE AND SHOULDER PAVEMENT SHALL BE REMOVED UNDER ITEM 203.28, EXCAVATION OF SURFACES AND PAVEMENTS. ALL OTHER EXCAVATION ASSOCIATED WITH THE PAVEMENT WIDENING SHALL BE PERFORMED UNDER ITEM 203.15, COMMON EXCAVATION.
5. RETAIN THE EXISTING SUBBASE MATERIAL IF IT IS DETERMINED BY THE RESIDENT ENGINEER TO BE ACCEPTABLE.

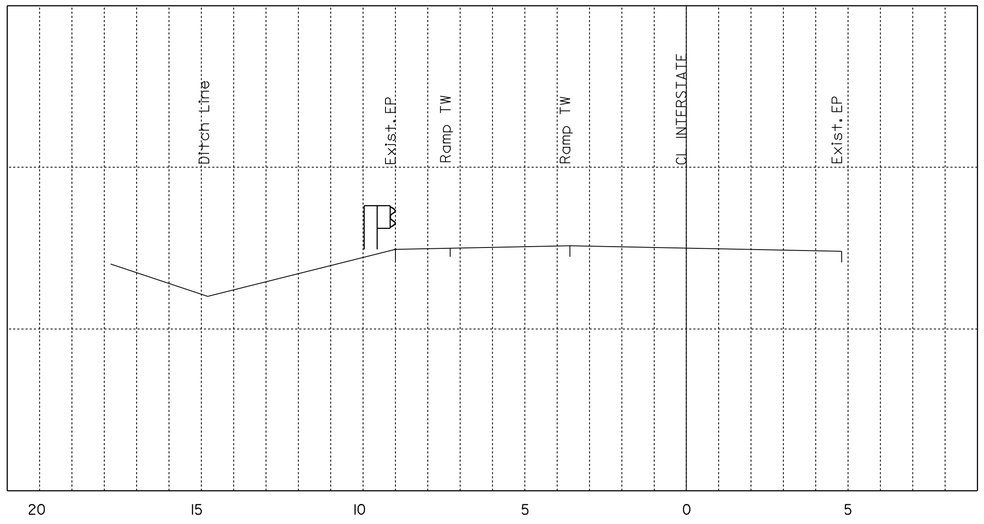
NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM
VERTICAL
HORIZONTAL

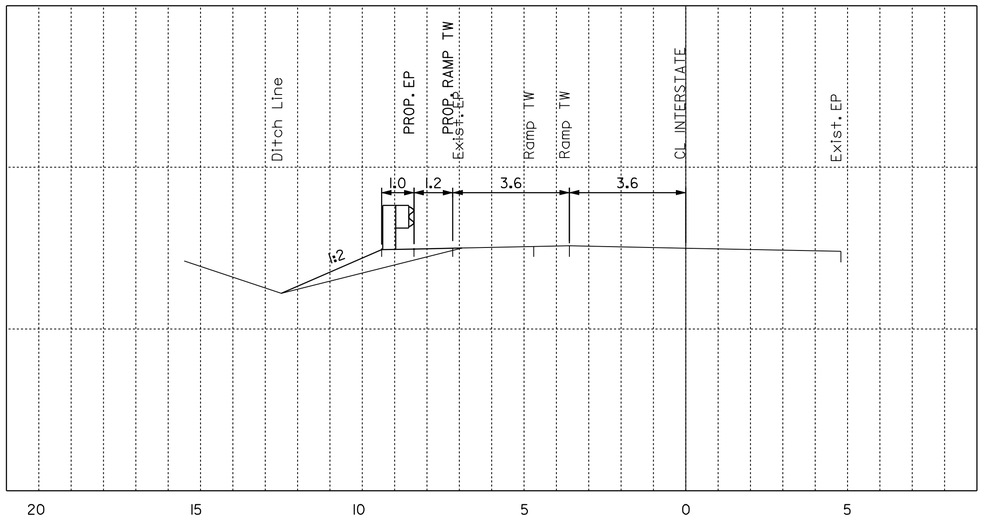
PAVEMENT WIDENING DETAIL SHEET

PROJECT: BRATTLEBORO-ROCKINGHAM
PROJECT NO.: IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202d+09.1
PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC
SURVEY DATE: 10/00
SQUAD LEADER: WRH
DRAWN BY: MPS
SHEET: 25 OF 37



29+075



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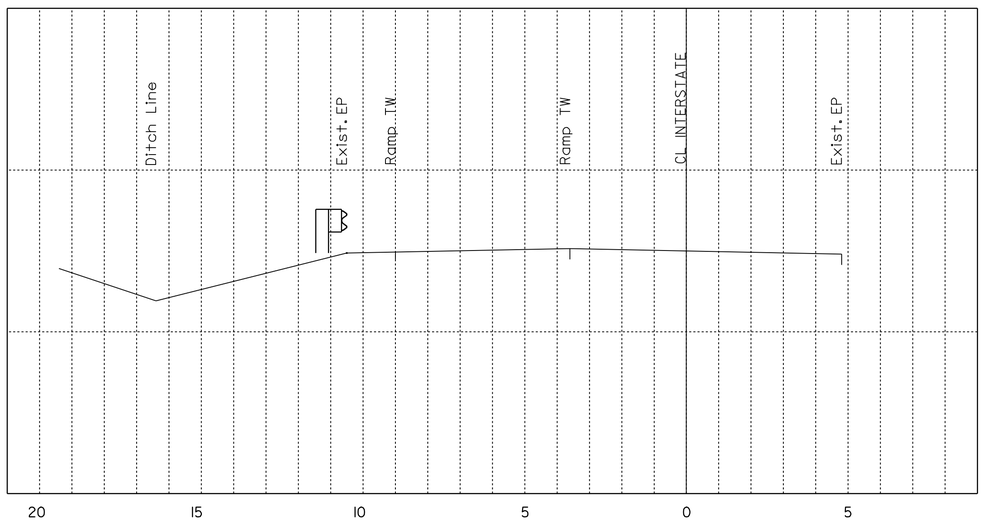

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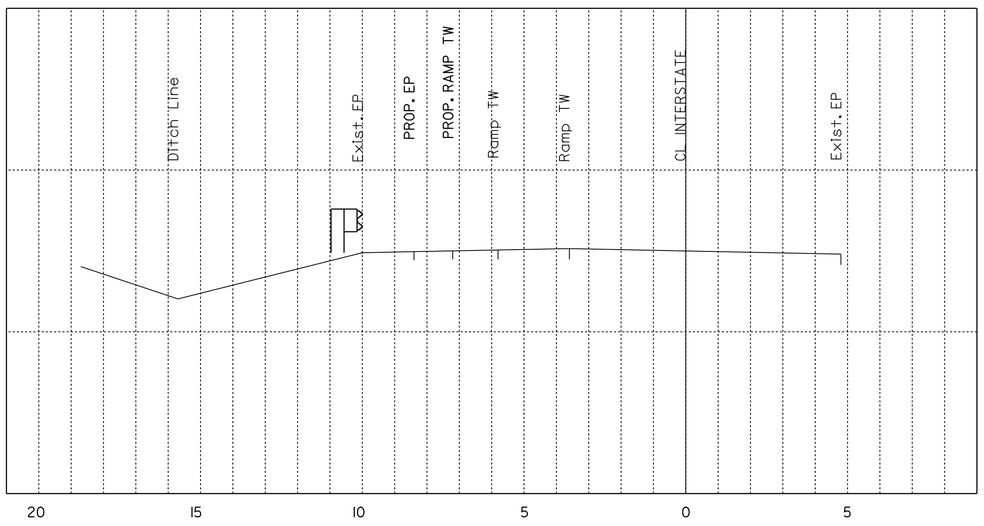


29+095

NOTE: SEE SHEET #24 FOR PAVEMENT WIDENING DETAIL

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM

VERTICAL _____

HORIZONTAL _____

NOT TO SCALE

EXIT 4 SB OFF CROSS SECTIONS SHEET 1

PROJECT: BRATTLEBORO-ROCKINGHAM

PROJECT NO.: IM 091-1(39)

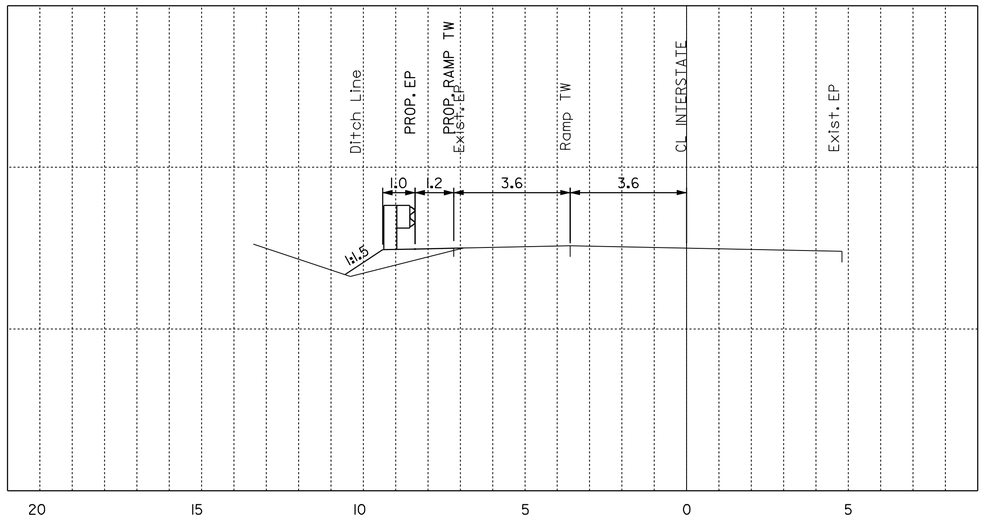
DESIGN FILE NAME: /pave/99a202/pa202.dgn

IPARM FILE NAME: pa202xs01.i PLOT DATE: 02-JUN-2005

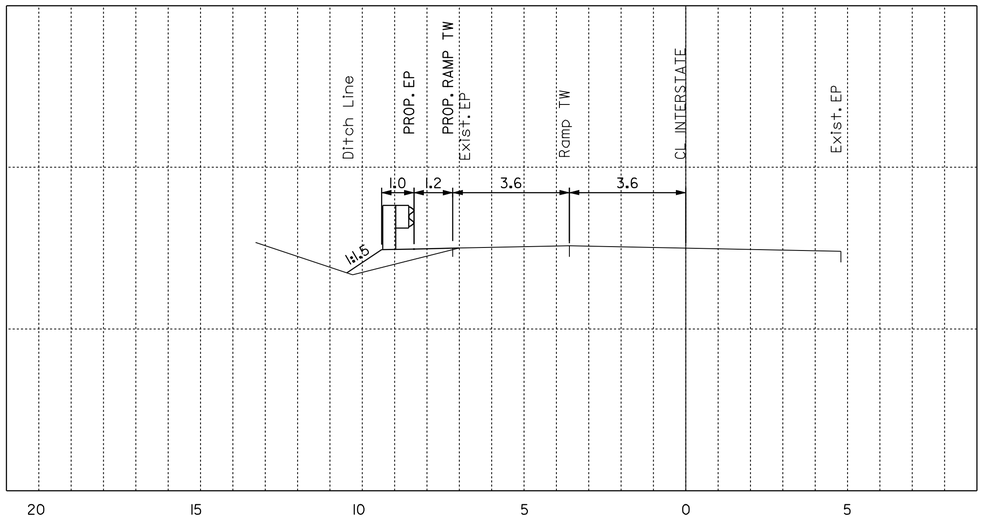
SURVEYED BY: CLD ENGINEERS INC SURVEY DATE: 10/00

SQUAD LEADER: WRH DRAWN BY: NLL

SHEET: 26 OF 37



29+155



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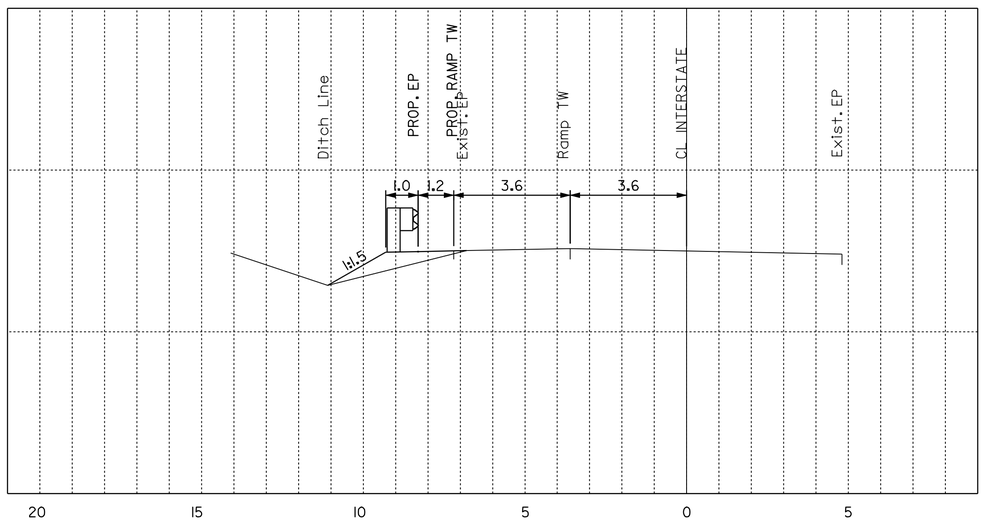
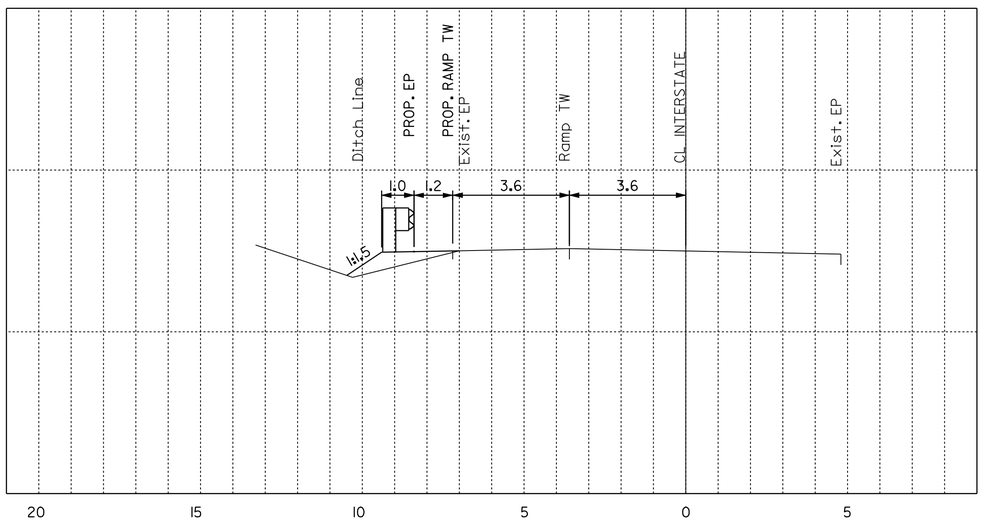


29+135



29+175

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM

VERTICAL _____

HORIZONTAL _____

NOT TO SCALE

EXIT 4 SB OFF CROSS SECTIONS SHEET 2

PROJECT:	PROJECT NO.:
BRATTLEBORO-ROCKINGHAM	IM 091-1(39)

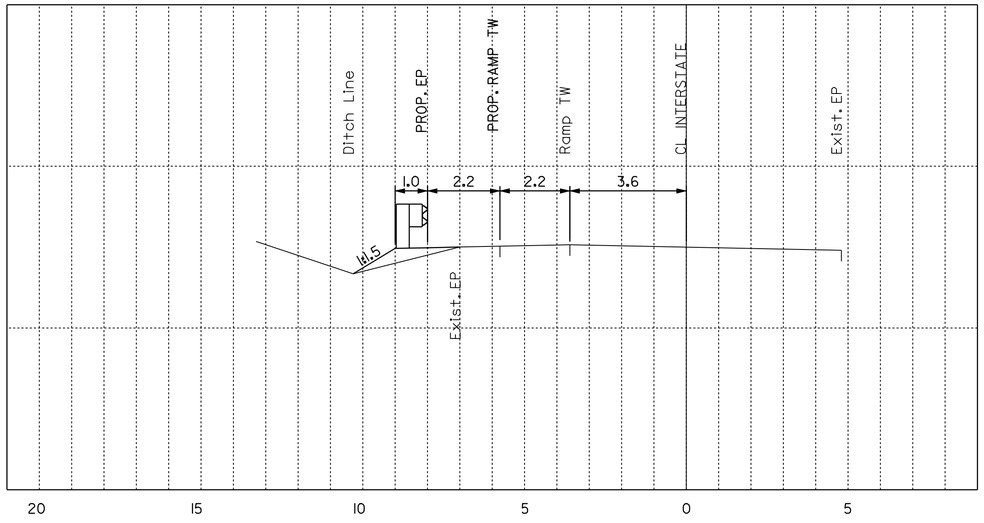
DESIGN FILE NAME: __/pave/99a202/pa202.dgn

IPARM FILE NAME: __pa202xs02.i PLOT DATE: 02-JUN-2005

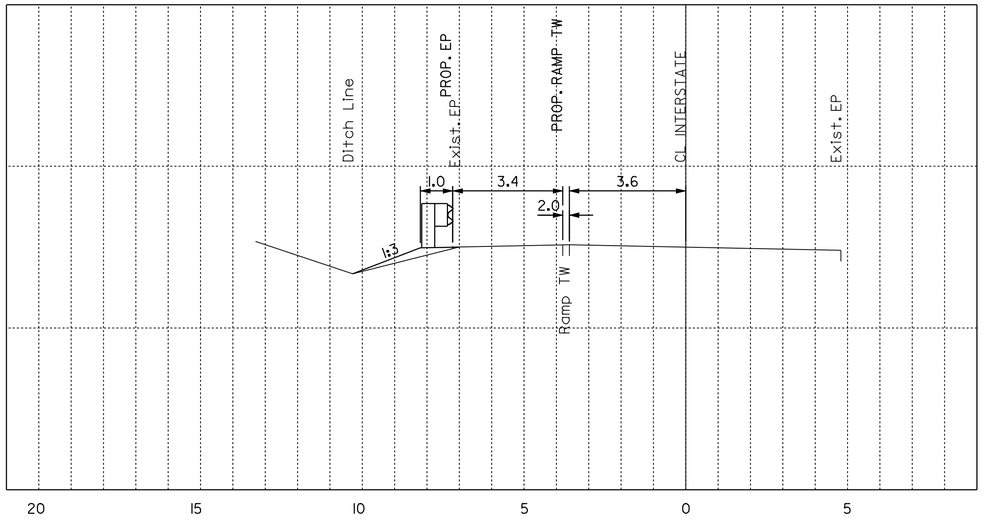
SURVEYED BY: CLD ENGINEERS INC SURVEY DATE: 10/00

SQUAD LEADER: WRH DRAWN BY: NLL

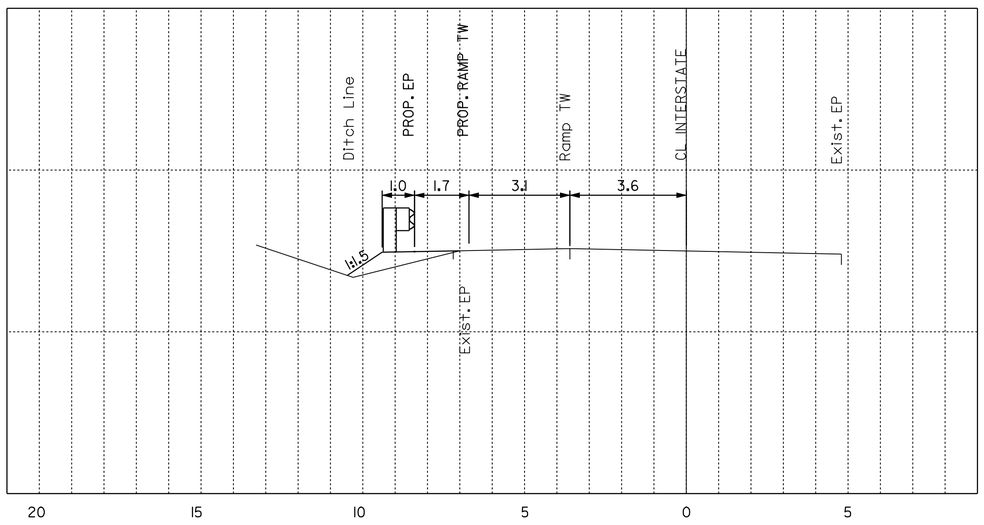
SHEET: 27 OF 37



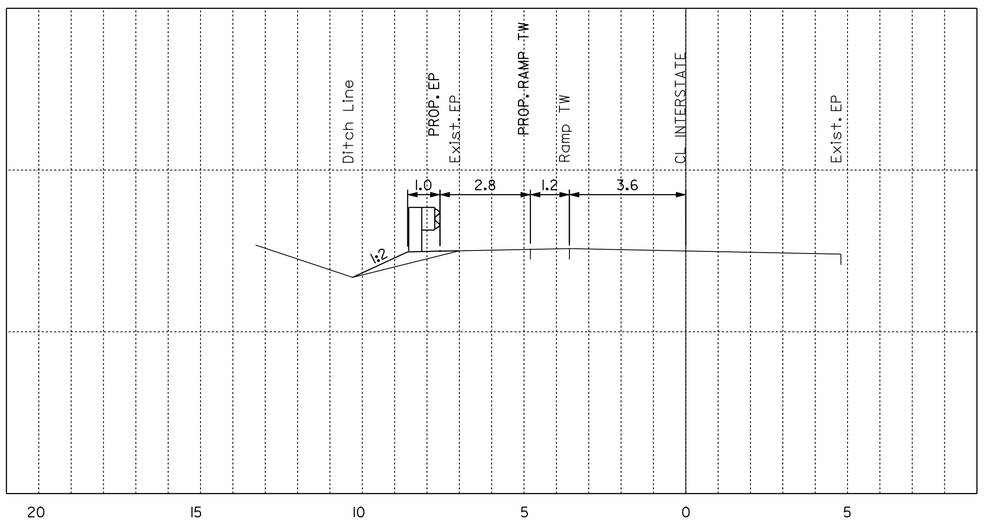
29+235



29+275



29+215



29+255

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM

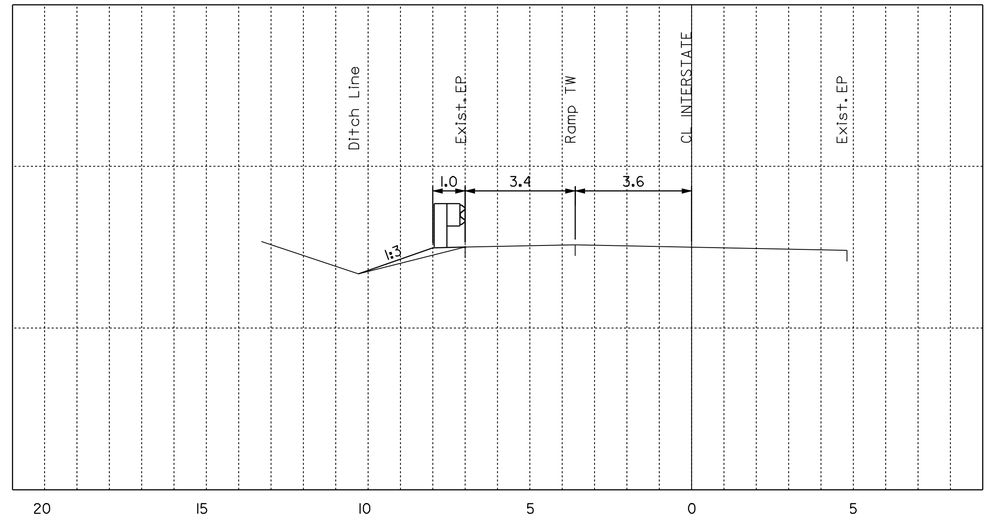
VERTICAL _____

HORIZONTAL _____

NOT TO SCALE

EXIT 4 SB OFF CROSS SECTIONS SHEET 3

PROJECT: BRATTLEBORO-ROCKINGHAM	PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: _ _/pave/99a202/pa202.dgn	
IPARM FILE NAME: _ pa202xs03.i	PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC	SURVEY DATE: _ 10/00 _
SQUAD LEADER: WRH	DRAWN BY: _ _ NLL _ _
	SHEET: _ 28 _ OF _ 37



29+295

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM

VERTICAL _____

HORIZONTAL _____

NOT TO SCALE

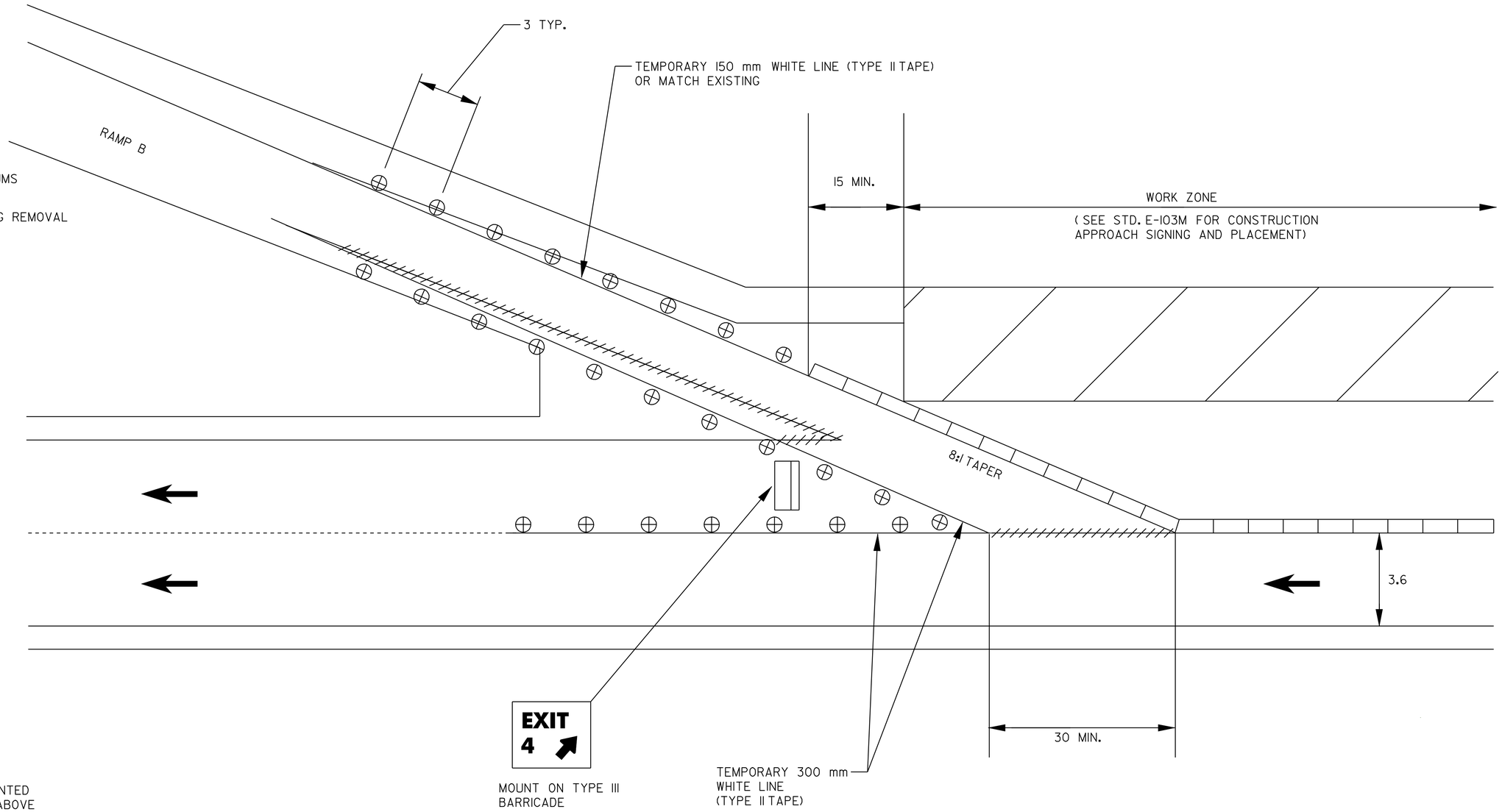
EXIT 4 SB OFF CROSS SECTIONS SHEET 4

PROJECT: BRATTLEBORO-ROCKINGHAM	PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: /pave/99a202/pa202.dgn	
IPARM FILE NAME: pa202xs04.i	PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC	SURVEY DATE: 10/00
SQUAD LEADER: WRH	DRAWN BY: NLL
	SHEET: 29 OF 37

Metric

LEGEND:

- REFL. PLASTIC DRUMS
- PAVEMENT MARKING REMOVAL
- TRAFFIC FLOW
- WORK ZONE



NOTES:

1. EXIT SIGN SHALL BE MOUNTED A MINIMUM OF 0.900 m ABOVE THE GROUND AND HIGH ENOUGH TO BE SEEN ABOVE CHANNELIZING DEVICES.
2. ALL DISTANCES ARE DESIRABLE MINIMUMS FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.

TRAFFIC CONTROL PLAN FOR INTERCHANGE #4 RAMP "B"

NOT TO SCALE

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM
VERTICAL _____
HORIZONTAL _____

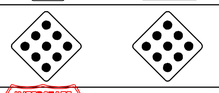
TRAFFIC CONTROL PLAN

PROJECT: BRATTLEBORO-ROCKINGHAM	PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: /pave/99a202/pa202.dgn	
IPARM FILE NAME: pa202tc.i	PLOT DATE: 02-JUN-2005 14:24
SURVEYED BY: CLD ENGINEERS INC	SURVEY DATE: 10/00
SQUAD LEADER: WRH	DRAWN BY: MPS
	SHEET: 30 OF 37

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

VAOT Metric

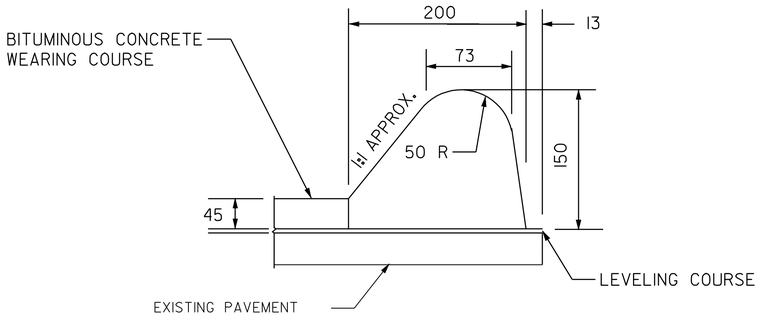
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (mm)	HEIGHT (mm)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	~~SALV~~ TIS REM	EXIST POST RETAIN	EXIST POST SALVAGE	NO. OF POSTS	NEW SIGN POSTS: FLANGED CHANNEL kg/m 1.7	3.0	4.5	SQUARE STEEL (mm) kg/m 44 3.4	50 3.9	63 5.0	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (mm) kg/m 75 1.9	100 2.5	100 MOD 2.5	TUBULAR STEEL Ø (mm) FOUNDATION	kg/m 75 11.3	89 13.4	100 16.1	125 21.7	W-SHAPE STEEL FTG. SIZE 600 mm	750 mm	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL: DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
														OPTION ITEMS																							
EXIT 6 OFF RAMP C		1	900	900	0.81			1			1		14′	X		X																		E-150M
EXIT 6 OFF RAMP G		2 2	750 750	750 750	1.125 1.125			2 2			1		13′-9"	X		X																	BACK TO BACK		E-143M
		2 2	900 900	300 300	0.54 0.54			2 2																									BACK TO BACK		E-142M
EXIT 6 OFF EXIT 4 OFF RAMP		1 1	450 450	450 450	0.202 0.202			2			1 1		9′-6" 9′-6"																				REPLACE DAMAGED SIGNS		
EXIT 6 ON RAMP H	900 X 900 X 900	1			~~0.35~~ 0.45			1			1		13′-3"	X		X																		E-146M
EXIT 5 OFF RAMP B		1	900	900	0.81			1			1		14′-00"	X		X																		E-150M
EXIT 5 OFF RAMP B		2 2	750 750	750 750	1.125 1.125			2 2			~~1~~ 2		13′-6" 13′-6"	X		X																	BACK TO BACK		E-143M
		~~2~~ ~~1~~ 2 ~~1~~	900 900	300 300	~~0.54~~ ~~0.27~~ ~~0.54~~ ~~0.27~~			2 2																									BACK TO BACK		E-142M
REST AREA		1 1	750 750	750 750	0.563 0.563			2			2		13′-6" 13′-6"																				REPLACE DAMAGED SIGNS		
EXIT 4 OFF RAMP B		1 1	750 600	750 750	0.563 0.45			1 1			1		13′-00"	X		X																	BACK TO BACK		E-143M E-144M
		2	450	450	0.405			1																									BACK TO BACK		E-150M
EXIT 4 ON RAMP							2	1			1		15′-6"																				RESET DAMAGED SIGNS		
EXIT 4 OFF RAMP B		1 1	750 750	750 750	0.563 0.563			1 1			1		13′-6"	X		X																	BACK TO BACK		E-143M
		1 1	900 900	300 300	0.27 0.27			2																									BACK TO BACK		E-142M
EXIT 4 OFF RAMP							2	2			3		13′-00" 15′-6" 15′-6"																				RESET SIGNS & NEW DSCEL LANE		
EXIT 4 OFF RAMP B		1 1	900 900	900 600	0.81 0.54			2			1		15′-6"	X		X																	BACK TO BACK		E-150M E-143M
				TOTAL	=14.694		5	35					229.5′= 69.95m																						

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."

	m	m	m	m	m	m	EA	kg	kg	kg		kg	kg	kg	kg				
			36.8		36.8														
TOTALS	m² 12.49	m²	EA.	m²		m 36.8		m 36.8		kg	EA.	kg				EA.	EA.	kg	

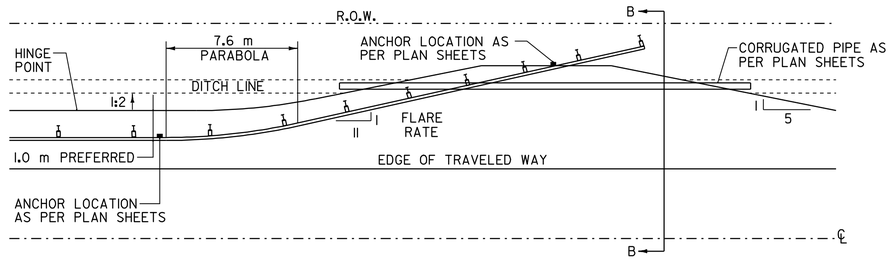
PROJECT :	PROJECT NO. :
BRATTLEBORO - ROCKINGHAM	IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202ts.i PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC SURVEY DATE: 10/00
SQUAD LEADER: WRH DRAWN BY: MPS
SHEET: 31 OF 37



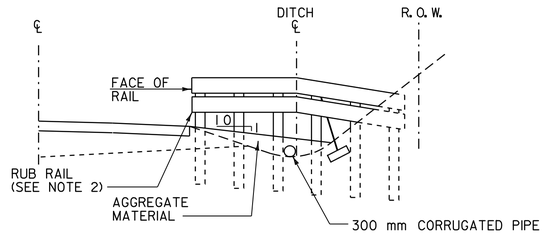
DETAIL FOR BITUMINOUS CONCRETE CURB TYPE B

NOT TO SCALE



DETAIL FOR BURIED GUARDRAIL ENDS INTO BACKSLOPES WITH RUB RAIL

NOT TO SCALE



SECTION B–B

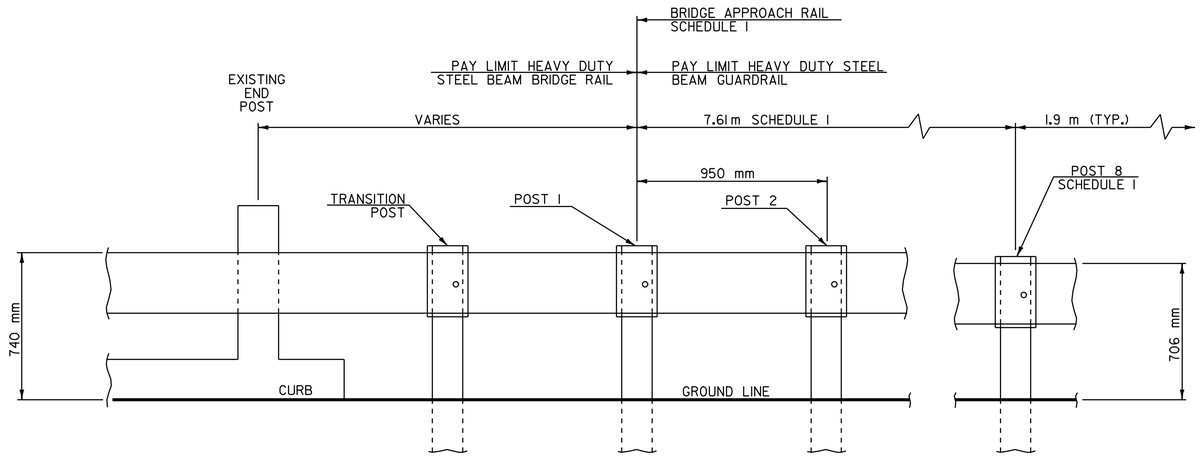
NOT TO SCALE

NOTES:

1. HEIGHT OF PRIMARY RAIL SHALL REMAIN AT A CONSTANT HEIGHT RELATIVE TO ROADWAY GRADE TO POINT OF DITCH BOTTOM.
2. ADDITION OF RUB RAIL IS REQUIRED WHEN OPENING BENEATH PRIMARY RAIL EXCEEDS 457 mm. RUB RAIL EXTENDS FROM THE EDGE OF SHOULDER TO THE BACK SLOPE. RUB RAIL PAID AS ITEM 621.20 STEEL BEAM GUARDRAIL.

NOTES

1. BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 7.61 m.
2. APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR 7.61 m FROM THE ENDS OF THE BRIDGE UNLESS OTHERWISE INDICATED IN THE PLANS OR DIRECTED BY THE RESIDENT ENGINEER.
3. THE TRANSITION POST SHALL HAVE AN OFFSET BLOCK AND BE LOCATED AS CLOSE AS PRACTICABLE TO THE MIDPOINT BETWEEN THE BRIDGE END POST AND APPROACH RAIL POST 1.
4. SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
5. SEE STANDARD SHEET G-1M FOR DELINEATION DETAILS AND PLACEMENT.
6. ERECT DELINEATORS ON EVERY FIFTH POST OR APPROXIMATELY 9 m APART. PAYMENT SHALL BE SUBSIDIARY TO OTHER ITEMS.
7. ALL STEEL POSTS, PLATES, OFFSET BLOCKS AND FIXTURES SHALL BE AASHTO M 270/M 270M EXCEPT AS OTHERWISE NOTED, AND SHALL BE GALVANIZED AFTER FABRICATION TO CONFORM TO AASHTO M 111M.



BRIDGE APPROACH RAILING
BR 24–S & 24–N

NOT TO SCALE

BRIDGE APPROACH RAILING

SCHEDULE 1

POST NO.	SPACING	PAYMENT FACTOR
1	950 mm	1.4 x 3.8 m
2	950 mm	
3	950 mm	
4	950 mm	
5	1.27 m	1.2 x 3.8 m
6	1.27 m	
7	1.27 m	
8	1.9 m (TYP.)	1.0 (TYP.)
9		

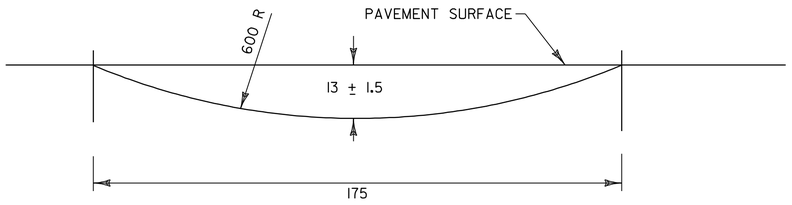
NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM
VERTICAL _____
HORIZONTAL _____

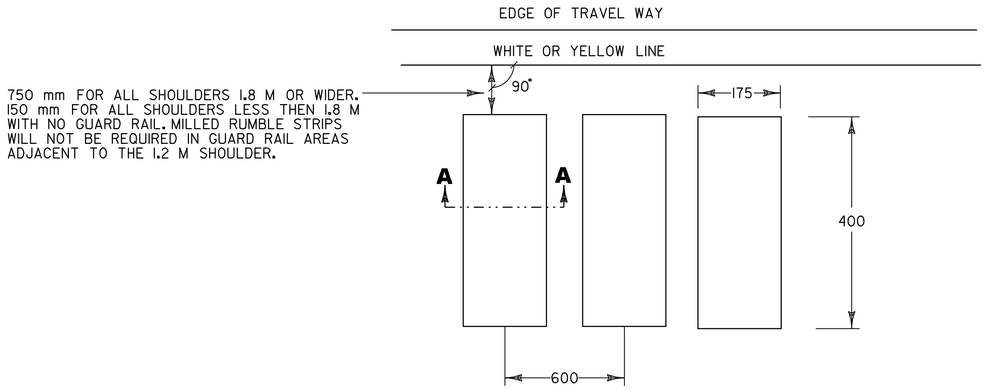
MISCELLANEOUS DETAILS SHEET

PROJECT: BRATTLEBORO-ROCKINGHAM
PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202dt10.i
PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC
SURVEY DATE: 10/00
SQUAD LEADER: WRH
DRAWN BY: NLL
SHEET: 32 OF 37

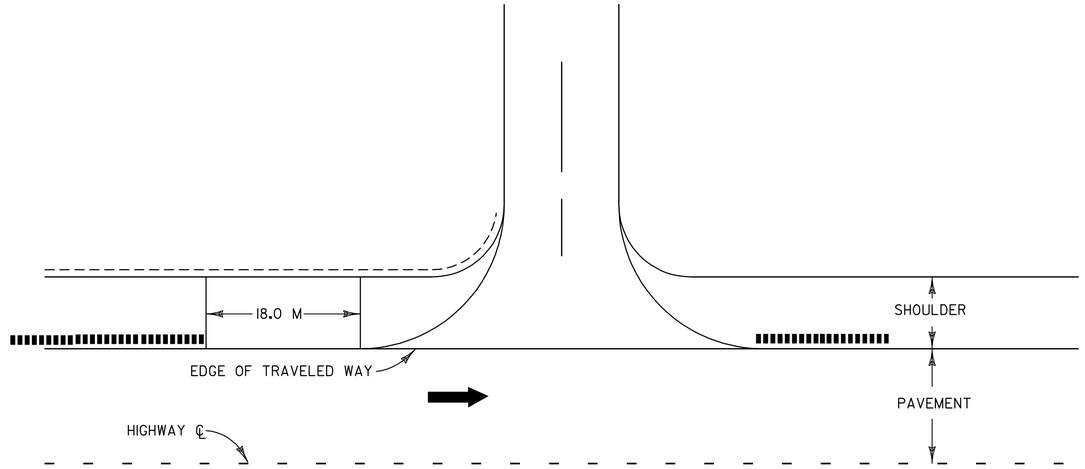
TYPICAL MILLING DETAIL



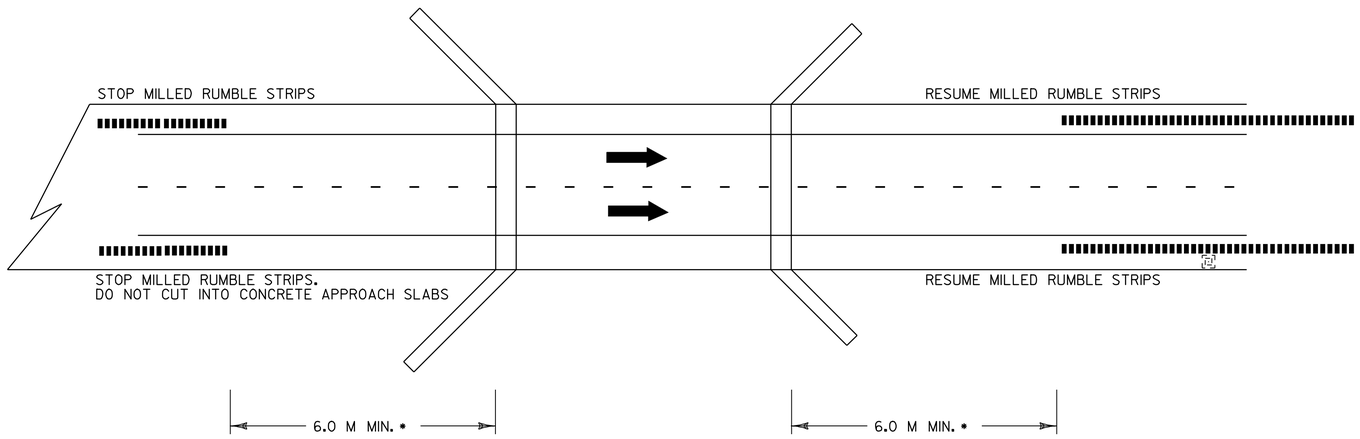
SECTION A–A



U TURN DETAIL



BRIDGE DETAIL



* NOTE: BRIDGE RAIL WILL DETERMINE MINIMUM DISTANCE IN SOME CASES.

LEGEND

DIRECTION OF TRAFFIC FLOW

MILLED RUMBLE STRIPS

NOT TO SCALE

NOTE:
ALL DIMENSIONS IN MILLIMETERS
EXCEPT WHERE OTHERWISE INDICATED.

MILLED RUMBLE STRIP DETAIL #1

PROJECT NAME: BRATTLEBORO-ROCKINGHAM
PROJECT NUMBER: IM 091-1(39)

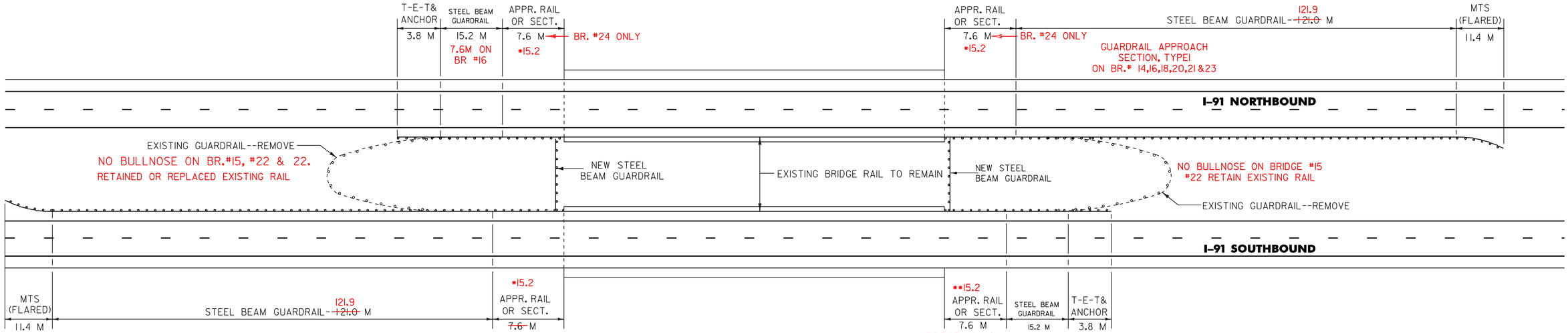
FILE NAME: /pave/99a202/pa202.dgn
PROJECT LEADER:
DESIGNED BY:
IPARM FILE NAME: pa202mr01.1

PLOT DATE: 02-JUN-2005 14:2
DRAWN BY:
CHECKED BY:
SHEET 33 OF 37

GUARDRAIL TREATMENT AT BULLNOSE LOCATIONS—BRIDGES

125.7M ON BR# 16
87.6M ON BR.# 14
68.6M ON BR# 24
U-TURNS

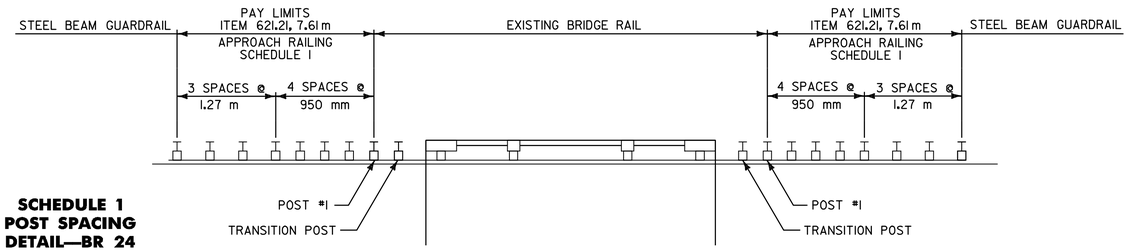
VAOT Metric



** GUARDRAIL APPROACH SECTION, TYPE I ON BR.# 15,15,16,18,20,21,21,23

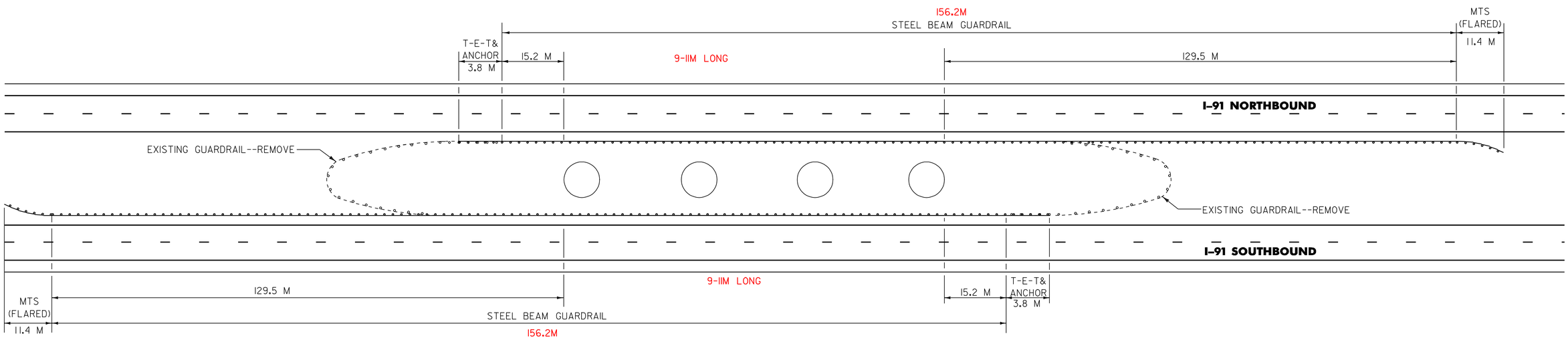
LOCATIONS:
MM 18.307 BR 14
MM 21.030 BR 16
MM 25.621 BR 18
MM 28.608 BR 20
MM 31.039 BR 21
MM 35.204 BR 23
MM 35.476 BR 24

THE CONTRACTOR SHALL WIDEN WITH EARTH BORROW, ADJACENT TO THE 1.2 METER SHOULDER TO PROVIDE BACKING FOR THE NEW GUARDRAIL AND TO CONSTRUCT FLARES FOR THE END TERMINALS. CONSTRUCTION OF THE WIDENING AND TERMINAL FLARE SHALL BE COMPLETED. IN ACCORDANCE WITH STANDARD G-19M.



SCHEDULE 1 POST SPACING DETAIL—BR 24

GUARDRAIL TREATMENT AT BULLNOSE LOCATIONS—OVERPASSES



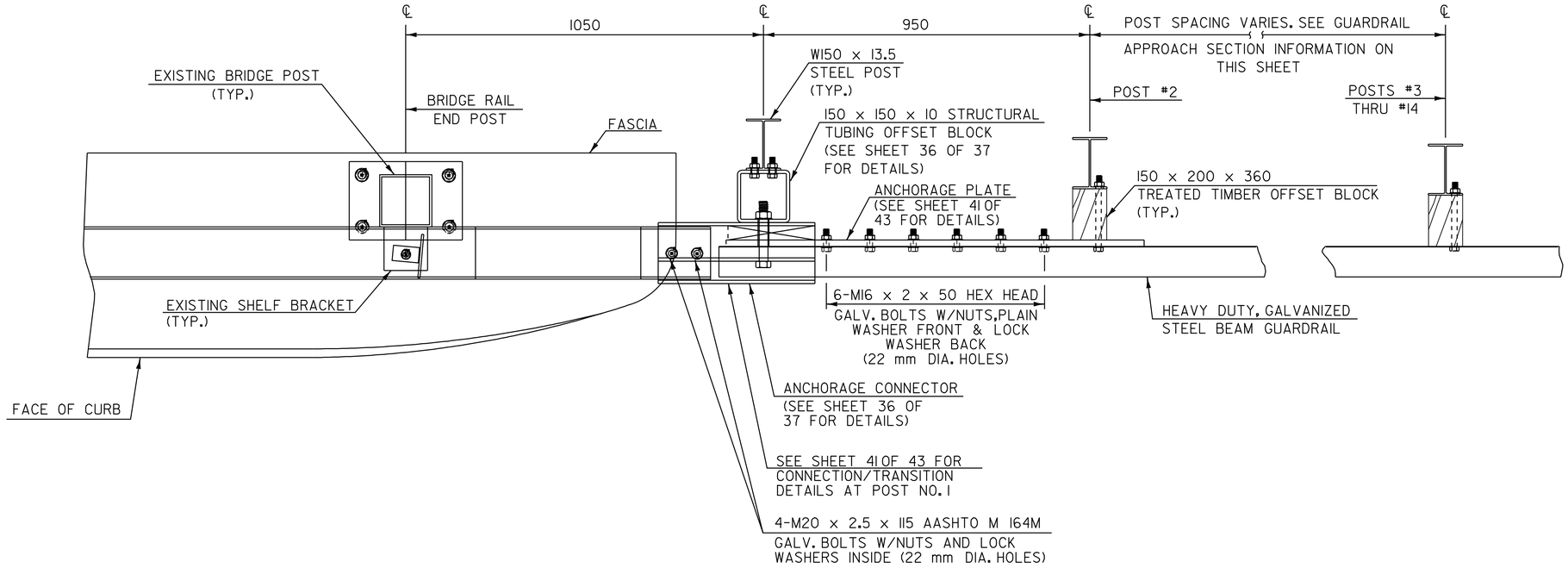
LOCATIONS:
MM 12.236 U.S. RTE 5
MM 18.159 PUTNEY ST. HWY.
MM 22.601 U.S. RTE. 5
MM 26.824 T-4

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

NOT TO SCALE

BULLNOSE TREATMENT DETAIL

PROJECT: BRATTLEBORO-ROCKINGHAM	PROJECT NO.: IM 091-1(39)
DESIGN FILE NAME: /pave/99a202/pa202.dgn	
IPARM FILE NAME: pa202dtl1.i	PLOT DATE: 02-JUN-2005
SURVEYED BY: N/A	SURVEY DATE:
SQUAD LEADER: MW	DRAWN BY: JLR
	SHEET: 34 OF 37

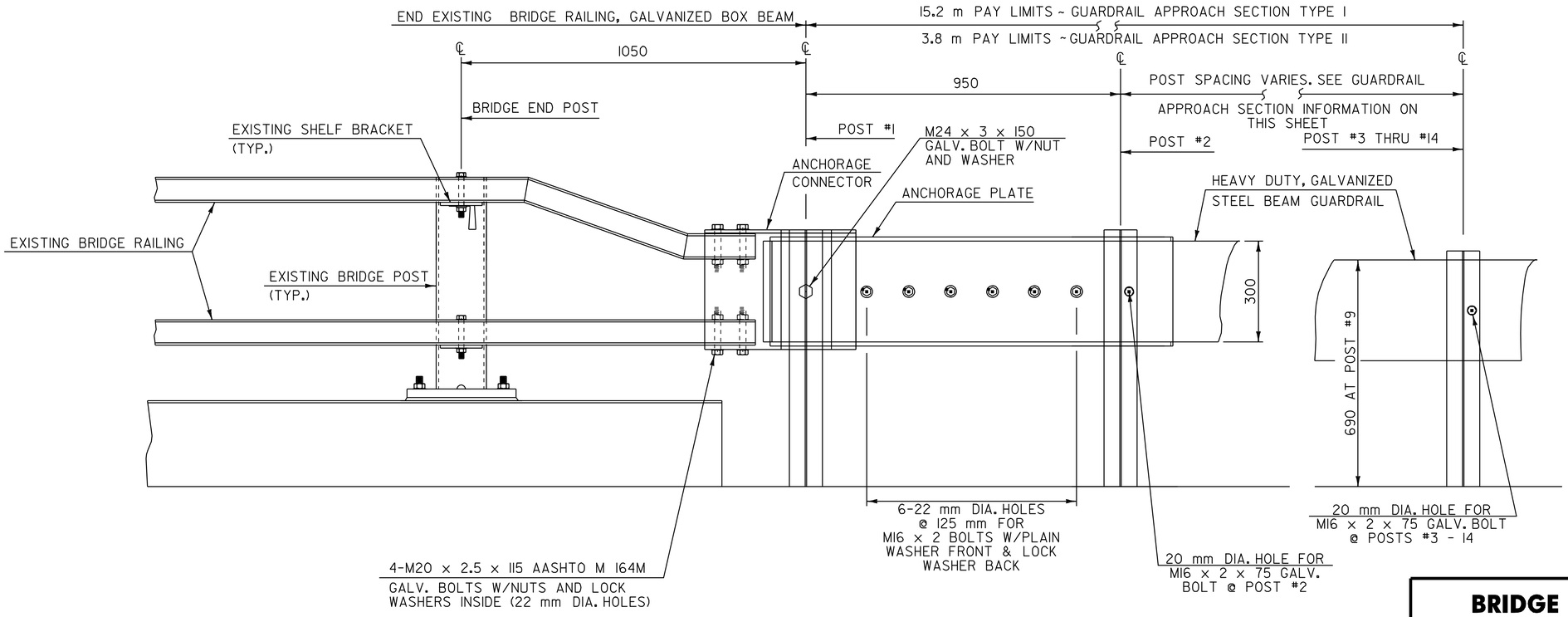


PLAN

GUARDRAIL APPROACH SECTION TYPE I

POST NO.	SPACING
1	
2	950
3	950
4	950
5	950
6	950
7	950
8	950
9	950
10	1.27 m
11	1.27 m
12	1.27 m
13	1.9 m
14	1.9 m

15.2 m PAY LENGTH GUARDRAIL APPROACH SECTION, TYPE I



ELEVATION

BRIDGE APPROACH DETAIL

NOT TO SCALE

GUARDRAIL APPROACH SECTION TYPE II

POST NO.	SPACING
1	
2	950
3	1.43 m
4	1.43 m

3.8 m PAY LENGTH GUARDRAIL APPROACH SECTION TYPE II

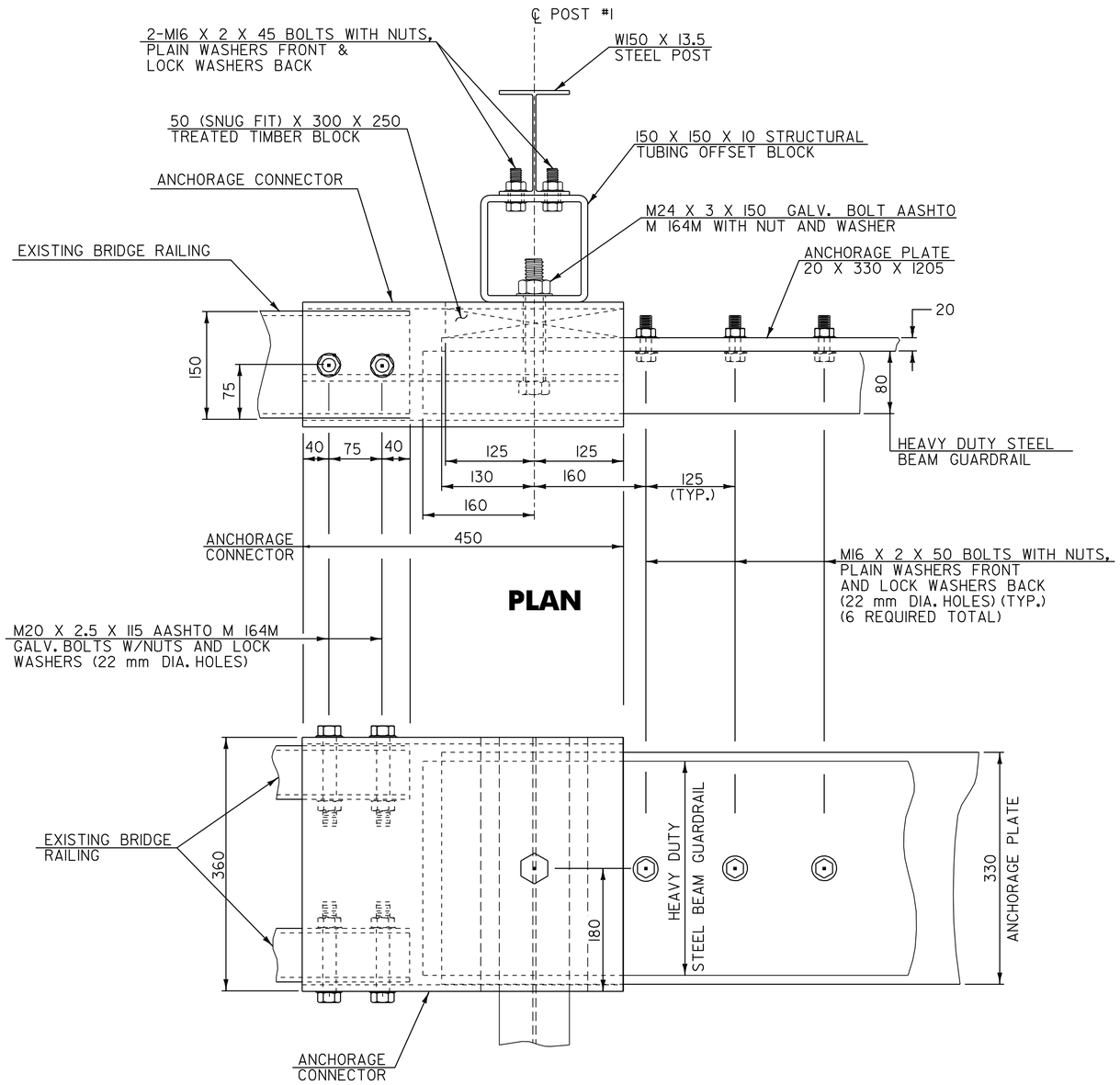
NOTE:
ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE NOTED.

DATUM
VERTICAL N/A
HORIZONTAL N/A

BRIDGE APPROACH SECTION DETAIL SHEET 1

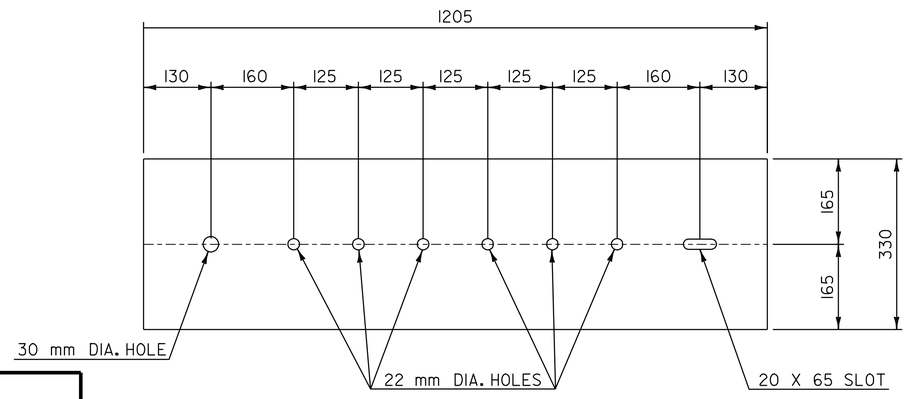
PROJECT NAME: BRATTLEBORO-ROCKINGHAM
PROJECT NUMBER: IM 091-1(39)

FILE NAME: pave/pa202.dgn/pa202gr04.1
PROJECT LEADER: WOOLAVER
DESIGNED BY: REDMOND
PLOT DATE: 02-JUN-2005 14:2
DRAWN BY: REDMOND
CHECKED BY:
SHEET 35 OF 37



CONNECTION/TRANSITION DETAILS AT POST NO. 1

NOT TO SCALE



ANCHORAGE PLATE DETAIL

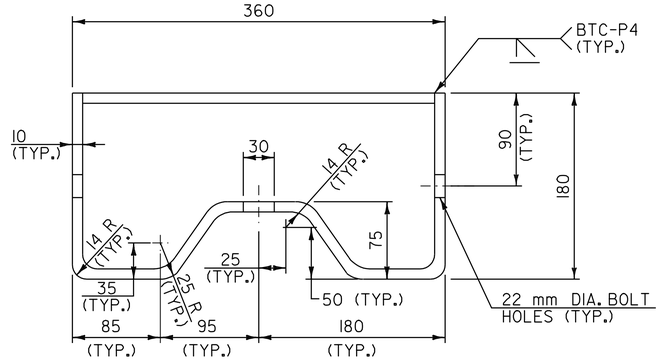
NOT TO SCALE

NOTE:
ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE INDICATED.

DATUM
VERTICAL N/A
HORIZONTAL N/A

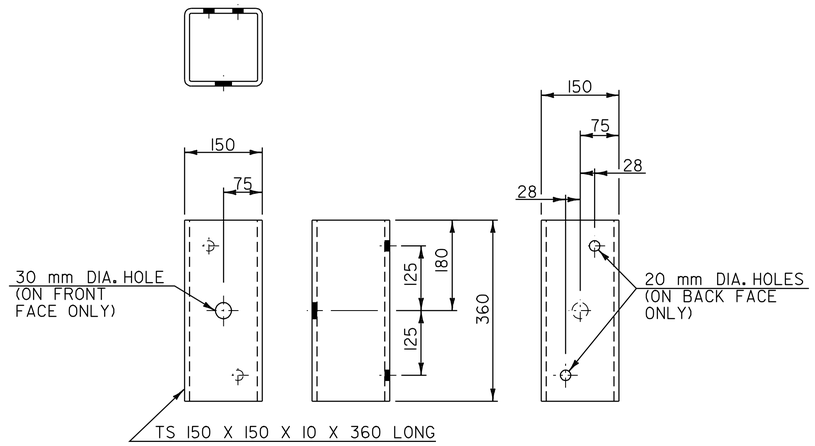
NOTES

1. REFER TO STANDARD G-1M FOR ADDITIONAL RAIL DETAILS.
2. ALL POSTS FOR HEAVY DUTY STEEL BEAM GUARDRAIL SHALL BE STEEL IN ACCORDANCE WITH SECTION 728 "GUARDRAIL, GUIDE POSTS AND BARRIERS" UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.
3. APPROACH RAIL SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
4. ANCHORAGE CONNECTOR AND ANCHORAGE PLATE SHALL BE AASHTO M 270/M 270M, GRADE 250 GALVANIZED TO AASHTO M 111/M 111M AFTER FABRICATION.
5. ALL BOLTS, NUTS AND WASHERS SHALL BE AASHTO M 164/M 164M GALVANIZED TO AASHTO M 232/M 232M AFTER FABRICATION.
6. STRUCTURAL TUBING OFFSET BLOCK SHALL BE ASTM A 500, GRADE B, OR ASTM A 501 GALVANIZED TO AASHTO M 111/M 111M AFTER FABRICATION.
7. APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR EITHER TYPE OF GUARDRAIL APPROACH SECTION.
8. ALLOWABLE DIMENSIONAL TOLERANCE FOR BENT SECTIONS IS ±1.6 mm.
9. THE UNIT PRICES BID FOR EITHER TYPE OF GUARDRAIL APPROACH SECTION SHALL INCLUDE ANCHORAGE CONNECTOR, ANCHORAGE PLATE, HEAVY DUTY STEEL BEAM GUARDRAIL, POSTS, OFFSET BLOCKS, BLOCKING, BOLTS, AND ALL NECCESSARY HARDWARE.



ANCHORAGE CONNECTOR DETAIL

(SEE NOTE 7)
NOT TO SCALE



STRUCTURAL TUBING OFFSET BLOCK DETAILS

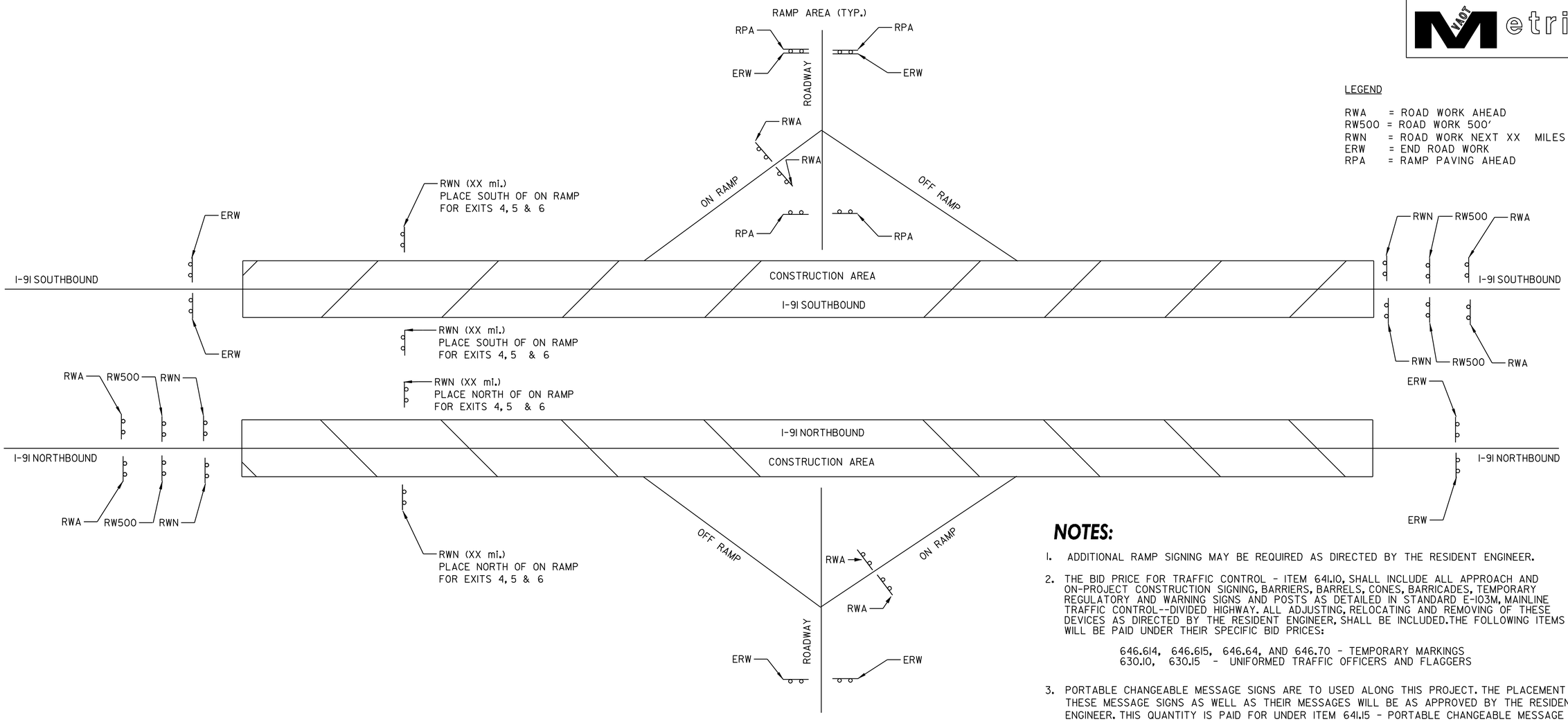
(OCCURS AT POST NO. 1 WHEN USING APPROACH RAIL UTILIZING STEEL POSTS)
NOT TO SCALE

NOTE:
ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE NOTED.

BRIDGE APPROACH SECTION DETAIL SHEET 2

PROJECT NAME: BRATTLEBORO-ROCKINGHAM
PROJECT NUMBER: IM 091-1(39)

FILE NAME: pave/pa202.dgn/pa202gr05.i
PROJECT LEADER: WOOLAVER
DESIGNED BY: REDMOND
PLOT DATE: 02-JUN-2005 14:2
DRAWN BY: REDMOND
CHECKED BY:
SHEET 36 OF 37



LEGEND

RWA = ROAD WORK AHEAD
RW500 = ROAD WORK 500'
RWN = ROAD WORK NEXT XX MILES
ERW = END ROAD WORK
RPA = RAMP PAVING AHEAD

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 BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID UNDER THEIR SPECIFIC BID PRICES:

   646.614, 646.615, 646.64, AND 646.70 - TEMPORARY MARKINGS
   630.10, 630.15 - UNIFORMED TRAFFIC OFFICERS AND FLAGGERS

3. PORTABLE CHANGEABLE MESSAGE SIGNS ARE TO USED ALONG THIS PROJECT. THE PLACEMENT OF THESE MESSAGE SIGNS AS WELL AS THEIR MESSAGES WILL BE AS APPROVED BY THE RESIDENT ENGINEER. THIS QUANTITY IS PAID FOR UNDER ITEM 641.15 - PORTABLE CHANGEABLE MESSAGE SIGN.

TOWN/STATE HIGHWAY NAME	ROAD WORK AHEAD	END ROAD WORK	ROAD WORK 500'	ROAD WORK NEXT 23 3/4 MILES	ROAD WORK NEXT 23 MILES	ROAD WORK NEXT 16 1/4 MILES	ROAD WORK NEXT 5 3/4 MILES	RAMP PAVING AHEAD
I-91 SOUTHBOUND								
BEGINNING OF PROJECT		2						
STATION 28+440							2	
EXIT 4 INTERCHANGE	2	2						4
STATION 45+246						2		
EXIT 5 INTERCHANGE	2	2						4
STATION 56+073					2			
EXIT 6 INTERCHANGE	2	2						4
END OF PROJECT	2	2	2	2				
TOTAL	8	8	2	2	2	2	2	12

TOWN/STATE HIGHWAY NAME	ROAD WORK AHEAD	END ROAD WORK	ROAD WORK 500'	ROAD WORK NEXT 23 3/4 MILES	ROAD WORK NEXT 23 MILES	ROAD WORK NEXT 16 1/4 MILES	ROAD WORK NEXT 5 3/4 MILES	RAMP PAVING AHEAD
I-91 NORTHBOUND								
BEGINNING OF PROJECT	2		2	2				
STATION 28+440							2	
EXIT 4 INTERCHANGE	2	2						
STATION 45+246						2		
EXIT 5 INTERCHANGE	2	2						
STATION 56+073					2			
EXIT 6 INTERCHANGE	2	2						
END OF PROJECT		2						
TOTAL	8	8	2	2	2	2	2	0

DATUM
VERTICAL _____
HORIZONTAL _____

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

CONSTRUCTION APPROACH SIGNING

PROJECT: BRATTLEBORO-ROCKINGHAM
PROJECT NO.: IM 091-1(39)

DESIGN FILE NAME: /pave/99a202/pa202.dgn
IPARM FILE NAME: pa202cs.i
PLOT DATE: 02-JUN-2005
SURVEYED BY: CLD ENGINEERS INC
SURVEY DATE: 10/00
SQUAD LEADER: WRH
DRAWN BY: MPS
SHEET: 37 OF 37