STATE OF VERMONT
AGENCY OF TRANSPORTATION

INDEX OF SHEETS

STANDARDS

E-100	CONSTRUCTION APPROACH SIGNS	01/02/04
E-100A	SIDEROAD CONST. APPR. SIGNS	01/02/04
E-101	CONSTRUCTION SIGN DETAILS	05/30/03
E-102	CONSTRUCTION SIGN DETAILS	06/30/03
~~E-102A~~	~~CONSTRUCTION SIGN DETAILS~~	05/01/04
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	03/01/04
E-108A	CONST. ZONE DROP OFF--PAVING	06/08/09
E-110	MAJOR MAINT. LANE CLOSURE	08/08/95
E-191	PAVEMENT MARKING DETAILS	02/01/99
E-192	PAVEMENT MARKING DETAILS	10/12/00
E-193	PAVEMENT MARKING DETAILS	08/18/95

RECORD PLANS

CONTRACTOR: THE GORMAN GROUP, LLC

RESIDENT ENGINEER: JAY STRONG

CONSTRUCTION BEGAN: JULY 12, 2010

CONSTRUCTION COMPLETE: SEPTEMBER 10, 2010

RECORD PLANS BY: JAY STRONG & C. PIERCE

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

BY _____ RESIDENT ENGINEER

DATE 7/15/11

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

CONVENTIONAL SYMBOLS

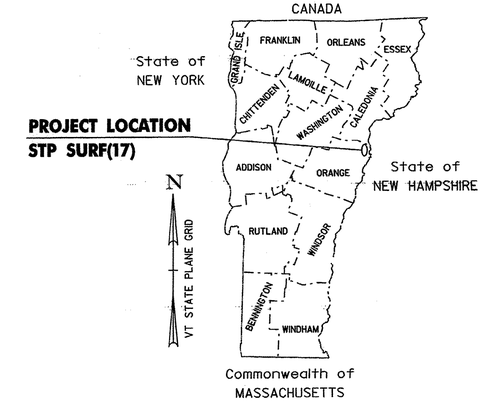
COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
~~STONE WALL~~
TRAVELED WAY
GUARD RAIL
RAILROAD
SURVEY LINE
CULVERT
~~POWER POLE~~
TELEPHONE POLE
TREES
CONTROL OF ACCESS
PROPERTY LINE
R.O.W. TAKING LINE
~~SLOPE RIGHTS~~ SR SR SR
TOP OF CUT
TOE OF SLOPE

PROPOSED IMPROVEMENT
TOWNS OF RYEGATE & NEWBURY
COUNTIES OF CALEDONIA & ORANGE
VERMONT ROUTE 302

BEGINNING IN THE TOWN OF RYEGATE ON VT ROUTE 302 AT MM 1.304 AND EXTENDING EASTERLY A DISTANCE OF 37,081 FEET (7.023 MILES) TO MM 4.629 IN THE TOWN OF NEWBURY

LENGTH OF ROADWAY = 37,081 FT = (7.023 MILES)
LENGTH OF PROJECT = 37,081 FT = (7.023 MILES)

WORK TO BE PERFORMED UNDER THIS SURFACE PRESERVATION PROJECT INCLUDES TWO ALTERNATES: ALTERNATE A INVOLVES COLD PLANING AND PAVING; ALTERNATE B INVOLVES HOT IN-PLACE RECYCLING WITH FOG SEAL AND MICRO-SURFACING. TRAFFIC MARKINGS, BRIDGE PLUG JOINTS AND OTHER INCIDENTAL ITEMS ARE INCLUDED WITH THIS PROJECT.



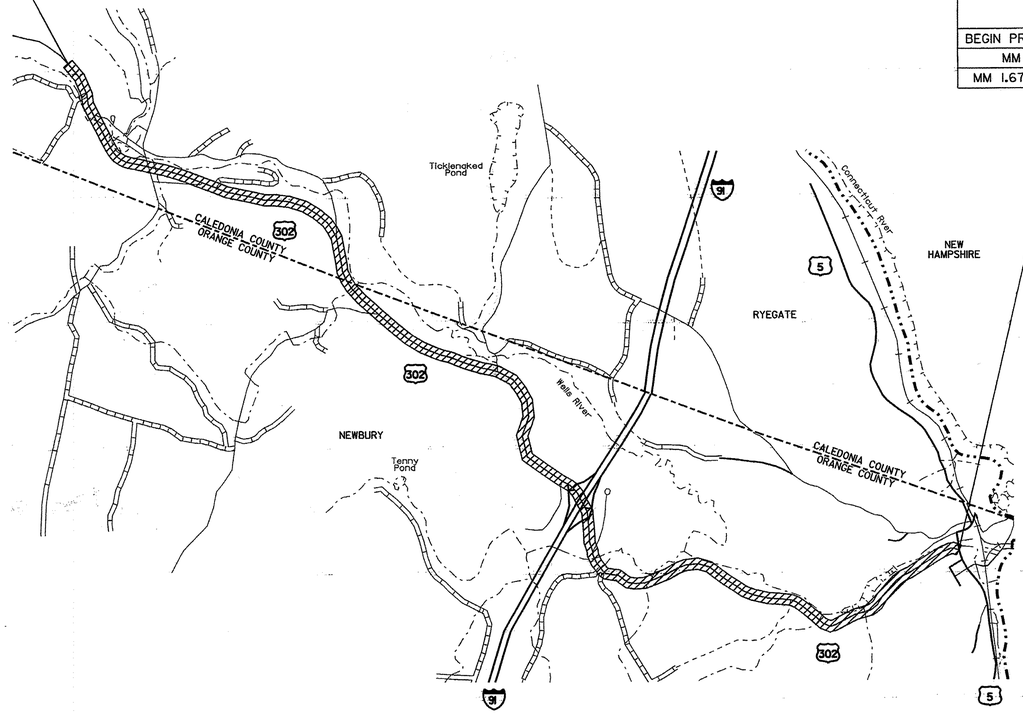
BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE / DESIGN LIFE ESAL	4,033,000
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADE ASPHALT BINDER	SEE SECTION 490 GENERAL SPECIAL PROVISIONS

TRAFFIC DATA

US 302	AADT		DHV		ESALS	
	2010	2020	2010	2020	2010-2020	2010-2030
BEGIN PROJECT TO MM 2.089	2,600	2,800	290	320	663,000	1,574,000
MM 2.089 TO 1.675	3,300	3,600	370	410	805,000	1,919,000
MM 1.675 TO END PROJECT	4,800	5,100	540	580	1,747,000	4,033,000

BEGIN STP SURF(17)
MM 1.304

END STP SURF(17)
MM 4.629



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT

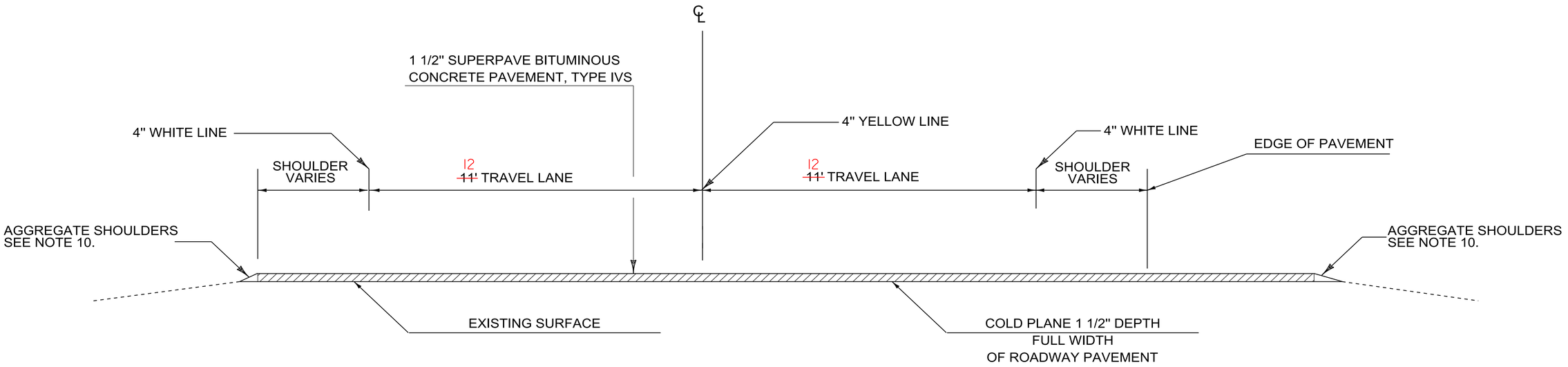
APPROVED _____ DATE 2/2/12

PROJECT MANAGER : KEVIN MARSHIA

PROJECT NAME : RYEGATE - NEWBURY

PROJECT NUMBER : STP SURF (17)

SHEET 1 OF 10 SHEETS



PROJECT TYPICAL SECTION
US 302 – RYEGATE M.M. 1.304 – NEWBURY M.M. 4.629

BRIDGES WITHIN THE PROJECT ARE:

BRIDGE NUMBER 40 MM 1.647 (RYEGATE) (COLD PLANE 1 1/4", PAVE 1 1/4" TYPE IVS.)

BRIDGE NUMBER 42C MM 1.878 (NEWBURY) (NO TREATMENT NECESSARY)

NOTES

1. THE PAVEMENT WEARING COURSE SHALL BE TYPE IVS ON THE ROADWAY AND BRIDGE SURFACES, (ITEM 490.30) AS SHOWN ON THE TYPICAL.
2. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4" (TOTAL PAVEMENT THICKNESS)
3. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON ALL COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT A RATE OF 0.080 GAL/SY OR AS DIRECTED BY THE ENGINEER. ASPHALT SHALL BE RS-1H OR CRS-1H PER THE MANUFACTURER'S RECOMMENDATION.
4. IN AREAS OF RUTTING THE COLD PLANE DEPTH SHOULD BE MEASURED FROM THE HIGH POINTS OF THE ROADWAY SECTION.
5. COLD PLANING TO BE COMPLETED ACCORDING TO THE TYPICAL OR AS OTHERWISE NOTED ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGIN/END AND AT ALL RAMP APPROACHES AS NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ALL BUTT JOINTS SHALL BE SAW CUT INCIDENTAL TO ITEM 210.10.
6. THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ADJACENT TO EXISTING DROP INLETS OR CATCH BASINS. ANY DAMAGE WHICH OCCURS TO THESE DRAINAGE STRUCTURES OR BRIDGE MEMBRANES AS A RESULT OF THESE OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE STATE OF VERMONT.
7. WINTER SAND AND OTHER DEBRIS THAT HAS ACCUMULATED ALONG THE BASE OF GUARDRAIL SHALL BE REMOVED AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY FOR ITEM 203.40, SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER COSTS ASSOCIATED WITH THIS WORK.
8. THE UTILITIES SECTION HAS IDENTIFIED 4 SEWER MANHOLES ON THIS PROJECT. ALL ADJUSTMENT WILL BE DONE BY THE VILLAGE OF WELLS RIVER.
9. FOR PG BINDER REQUIREMENTS, SEE SECTION 490 OF THE GENERAL SPECIAL PROVISIONS.
10. ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH AGGREGATE MATERIAL, AS DIRECTED BY THE RESIDENT ENGINEER, PAID FOR UNDER ITEM 402.12, AGGREGATE SHOULDERS.

⚠ 11. TWO (2) APPLICATIONS OF FINAL PAVEMENT MARKINGS WILL BE REQUIRED FOR THIS TREATMENT. THE FIRST APPLICATION WILL BE IMMEDIATELY FOLLOWING PLACEMENT OF THE SURFACE TREATMENT. THE SECOND AND FINAL APPLICATION WILL BE APPLIED NO SOONER THAN 14 CALENDAR DAYS AFTER THE FIRST APPLICAITON, AND NO LATER THAN 17 SEPTEMBER 2010.

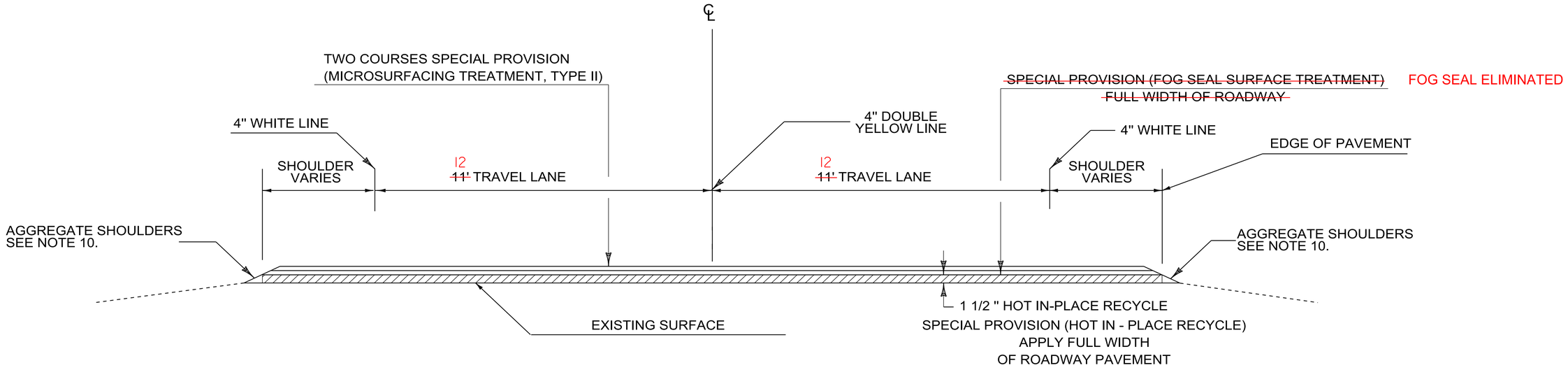
⚠ **REVISED 5/3/2010**

ALTERNATE A TYPICAL SECTION – COLD PLANE & PAVE

PROJECT NAME: RYEGATE - NEWBURY
PROJECT NUMBER: STP SURF (17)

FILE NAME: 09B042\p09B042.dgn
PROJECT LEADER: KEVIN MARSHIA
DESIGNED BY: JLR
IPARM FILE NAME: p09B042_02.i

PLOT DATE: 22-OCT-2012 13:10
DRAWN BY: JLR
CHECKED BY: PVMT MGMT
SHEET 2 OF 10



PROJECT TYPICAL SECTION
US 302 – RYEGATE M.M. 1.304 – NEWBURY M.M. 4.629

BRIDGES WITHIN THE PROJECT ARE:

BRIDGE NUMBER 40 MM 1.647 (RYEGATE) (TWO COURSES MICRO-SURFACE TREATMENT, TYPE II)
BRIDGE NUMBER 42C MM 1.878 (NEWBURY) (NO TREATMENT NECESSARY)

NOTES

1. ~~FOG SEAL SHALL BE APPLIED AT THE RATE OF 0.15 GAL./S.Y. (+/-0.05 GAL./S.Y.)~~

2. ~~FOG SEAL SHALL BE APPLIED PRIOR TO MICRO-SURFACING APPLICATION WITH THE EXCEPTION THAT THE FIRST MICRO-SURFACE COURSE WILL BE APPLIED WITHIN 24 TO 48 HOURS OF FOG SEAL APPLICATION AS DIRECTED BY THE RESIDENT ENGINEER.~~ FOG SEAL ELIMINATED

3. ~~FOG SEAL MUST BE ALLOWED TO CURE COMPLETELY BEFORE APPLICATION OF MICRO-SURFACING TREATMENT, OR AS DIRECTED BY THE RESIDENT ENGINEER.~~

4. MAINLINE MICRO-SURFACING TREATMENT SHALL BE APPLIED IN TWO FULL-WIDTH APPLICATIONS AS SHOWN ON THE PROJECT TYPICAL SECITON. AN OVERALL APPLICATION RATE OF 32 LBS/SY FOR THIS AREA HAS BEEN USED FOR THE PURPOSES OF QUANTITY CALCULATION.

5. IN AREAS ALONG THE BASE OF GUARDRAIL LOCATIONS WHERE WINTER SAND AND OTHER DEBRIS HAS ACCUMULATED, THIS MATERIAL SHALL BE REMOVED PRIOR TO COLD PLANING AND HOT IN-PLACE RECYCLING, AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY FOR ITEM 203.40, SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COST ASSOCIATED WITH THIS WORK.

6. TWO (2) APPLICATIONS OF FINAL PAVEMENT MARKINGS WILL BE REQUIRED FOR THIS TREATMENT. THE FIRST APPLICATION WILL BE IMMEDIATELY FOLLOWING PLACEMENT OF THE SURFACE TREATMENT. THE SECOND AND FINAL APPLICATION WILL BE APPLIED NO SOONER THAN 14 CALENDAR DAYS AFTER THE FIRST APPLICAITON, AND NO LATER THAN 17 SEPTEMBER 2010.

7. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING THE ENGINEER ACTUAL YIELD FOR THE RECYCLING AGENT USAGE FOLLOWING A DAY'S PRODUCTION TO ENSURE MIX DESIGN TOLERANCES ARE MET.

8. HOT-IN-PLACE RECYCLING DEPTH TOLERANCES = +/- 1/4" TREATMENT DEPTH.

9. BEFORE THE FIRST COURSE OF MICRO-SURFACING IS PLACED ON BRIDGE DECKS, THE EXISTING SURFACE SHALL BE PRIMED WITH A FOG SEAL APPLIED AT A RATE OF 0.15 GAL/SY WITH A TOLERANCE OF (+/- 0.05 GAL/SY) OR AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF 100 CWT FOR ITEM 900.683 SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT) HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.

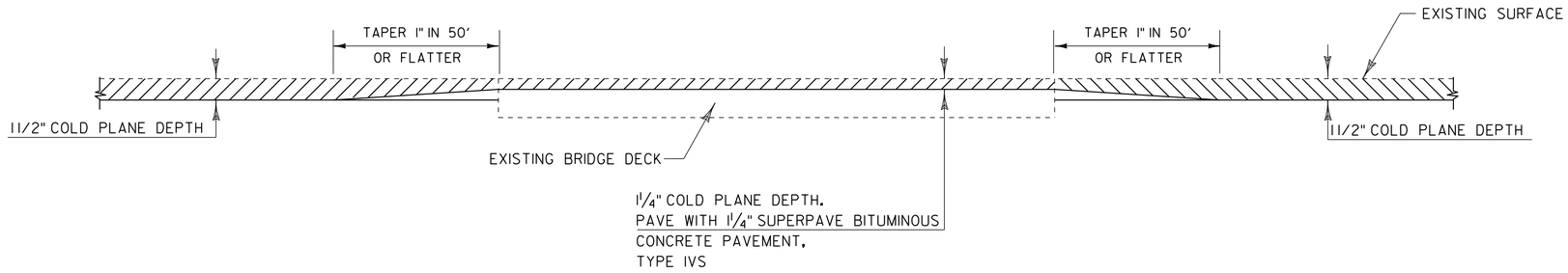
10. THE UTILITIES SECTION HAS IDENTIFIED 4 SEWER MANHOLES ON THIS PROJECT. ALL ADJUSTMENT WILL BE DONE BY THE VILLAGE OF WELLS RIVER.

11. ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH AGGREGATE MATERIAL, AS DIRECTED BY THE RESIDENT ENGINEER, PAID FOR UNDER ITEM 402.12, AGGREGATE SHOULDERS.

ALTERNATE B
TYPICAL SECTION – HOT IN-PLACE RECYCLE

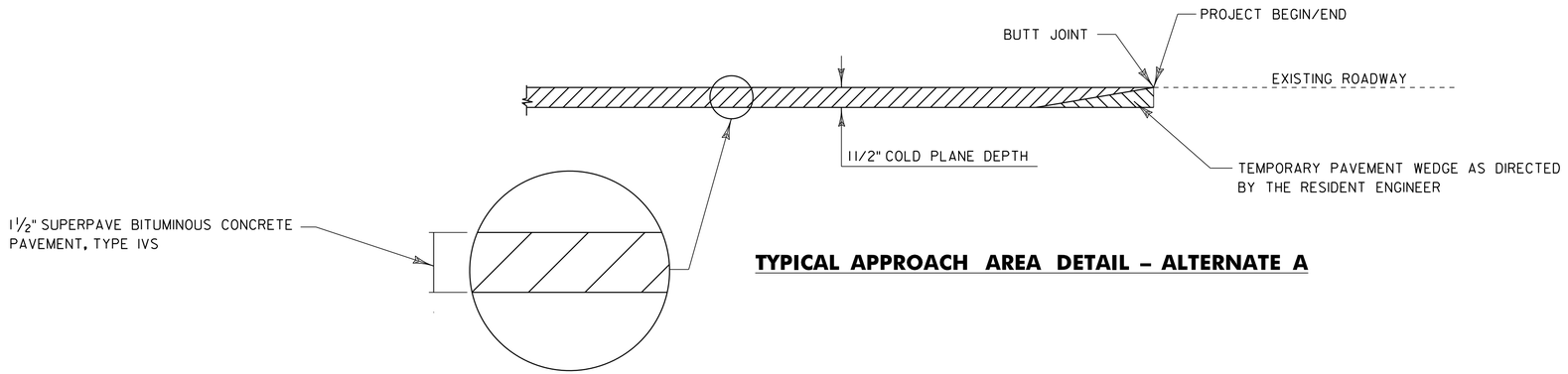
PROJECT NAME: RYEGATE - NEWBURY
PROJECT NUMBER: STP SURF (17)

FILE NAME: 09B042\p09B042.dgn
PROJECT LEADER: KEVIN MARSHIA
DESIGNED BY: JLR
IPARM FILE NAME: p09B042_03.i
PLOT DATE: 22-OCT-2012 13:10
DRAWN BY: JLR
CHECKED BY: PVMT MGMT
SHEET 3 OF 10

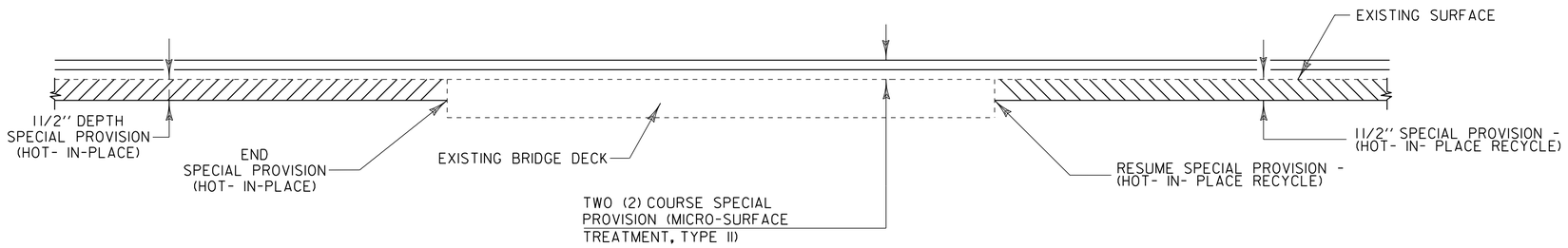


BRIDGE COLD PLANE DETAIL – ALTERNATE A

BRIDGE NUMBER 40 MM 1.647 (RYEGATE) (COLD PLANE 1 1/4", PAVE 1 1/4" TYPE IVS.)



TYPICAL APPROACH AREA DETAIL – ALTERNATE A



BRIDGE OVERLAY DETAIL – ALTERNATE B

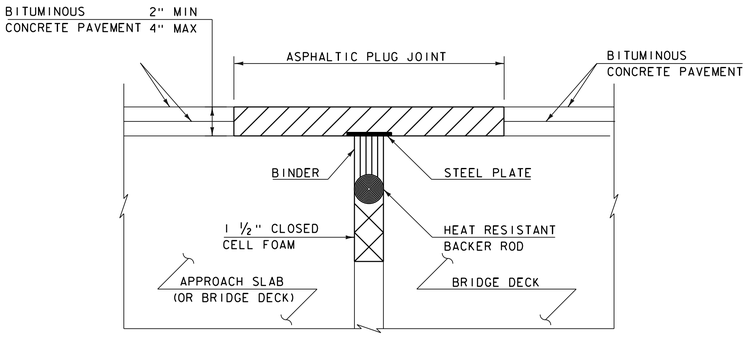
BRIDGE 40 MM 1.634 END SPECIAL PROVISION - (HOT IN- PLACE RECYCLE)/MM 1.660 RESUME SPECIAL PROVISION - (HOT- IN- PLACE RECYCLE)

TRANSITION DETAILS SHEET

PROJECT NAME: RYEGATE - NEWBURY
PROJECT NUMBER: IM SURF (17)

FILE NAME: 09B042\p09B042.dgn
PROJECT LEADER: K. MARSHIA
DESIGNED BY: WILDER
IPARM FILE NAME: p09B042_04.i

PLOT DATE: 22-OCT-2012 13:10
DRAWN BY: WILDER
CHECKED BY: PVMT MGMT
SHEET 4 OF 10



ASPHALTIC PLUG-TYPE JOINT DETAIL

(NOT TO SCALE)

ASPHALTIC PLUG JOINT NOTES

1. INSTALLATION

A. LOCATE THE JOINT CENTRALLY OVER THE DECK OVERLAY EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.

B. REMOVE THE BITUMINOUS CONCRETE PAVEMENT FULL DEPTH AS SHOWN ON THE PLANS. THE PAVEMENT SHALL BE DRY AND SAW CUT TO THE LIMITS REQUIRED TO PLACE THE JOINT. A PNEUMATIC HAMMER AND CHISEL MAY BE USED ADJACENT TO THE CURB ONLY WHEN SAW CUTTING IS NOT POSSIBLE.

C. BLAST CLEAN THE JOINT AREA OF DEBRIS, ASPHALT AND SHEET MEMBRANE. THOROUGHLY DRY THE JOINT AREA WITH COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.

D. REPAIR SPALLED AND DEFECTIVE CONCRETE WITH AN APPROVED MATERIAL AS AGREED UPON BY THE ENGINEER.

E. PLACE PROPERLY SIZED HEAT RESISTANT BACKER ROD IN THE MOVEMENT GAP ALLOWING FOR 1" +/- OF BINDER ABOVE THE ROD.

F. HEAT AND PLACE THE BINDER MATERIAL AS RECOMMENDED BY THE MANUFACTURER.

G. PLACE ¼" THICK BY 8" WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OFTHE MOVEMENT GAP. SECURE THE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRESTAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER. THE STEEL PLATES MAY BE OMITTED WHERE THE ENGINEER DETERMINES THAT THE APPROACH SLAB OR BRIDGE DECK WILL PROVIDE INADEQUATE SUPPORT AND WHERE VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.

H. HEAT AND MIX THE BINDER MATERIAL AND AGGREGATE AS RECOMMENDED BY THE MANUFACTURER.

I. INSTALLATION OF MATERIAL, COMPACTION, AND TOP COATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.

J. IMMEDIATELY AFTER TOP COATING, CAST AN ANTI-SKID MATERIAL OVER THE JOINT TO REDUCE THE RISK OF TRACKING.

K. ONCE THE JOINT REACHES 82 DEG C(180 DEG F)+/-, WATER MAY BE USED TO EXPEDITE THE COOLING PROCESS.

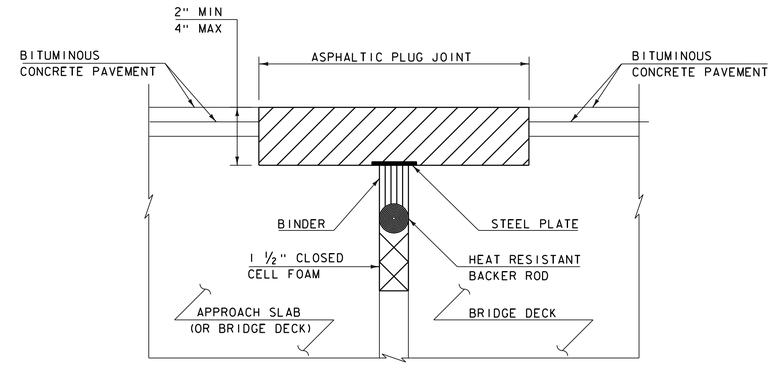
L. PROTECT JOINT FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 51 DEG C(125 DEG F) +/-.

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

A. THE AMBIENT AIR TEMPERATURE IS AT LEAST 10 DEG C (50 DEG F) AND RISING.

B. THE ROAD SURFACE IS DRY.

C. WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF SATISFACTORY WORK.



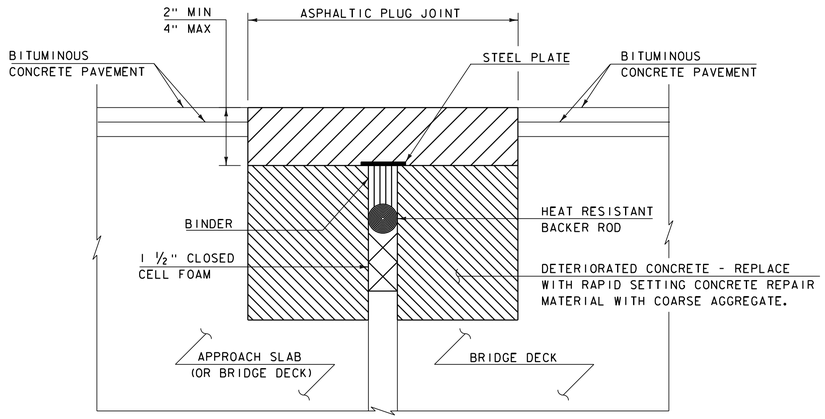
ASPHALTIC PLUG-TYPE JOINT DETAIL REMOVAL OF < 2" DETERIORATED CONCRETE

(NOT TO SCALE)

NOTES:

1. UPON ENCOUNTERING UP TO 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH THE ASPHALTIC PLUG JOINT MATERIAL AS DIRECTED BY THE RESIDENT ENGINEEER.

2. REMOVAL OF THE DETERIORATED CONCRETE WILL NOT BE PAID SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE ITEM 516.10. THE ADDITIONAL PLUG JOINT MATERIAL BELOW THE DESIGN DEPTH TO REPLACE THE DETERIORATED CONCRETE WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE ITEM 516.10.



ASPHALTIC PLUG-TYPE JOINT DETAIL REMOVAL OF > 2" DETERIORATED CONCRETE

NOTES: (NOT TO SCALE)

1. UPON ENCOUNTERING GREATER THAN 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE FORMED TO EXISTING ELEVATION.

2. REMOVAL OF THE DETERIORATED CONCRETE WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 580.20 "RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE".

3. REINFORCING STEEL NOT SHOWN FOR CLARITY.

NOTES:

1. REFER TO ASPHALTIC PLUG JOINT AND DETAILS. ALL NEW JOINTS TO BE PAID FOR UNDER ITEM 516.10, "BRIDGE EXPANSION JOINT, ASPHALTIC PLUG".

2. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID DAMAGING DRAINAGE STRUCTURES AND EXPANSION JOINTS. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE EXPENSE OF THE CONTRACTOR.

3. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID THE ACCUMULATION OF DEBRIS IN THE DRAINAGE STRUCTURES LOCATED AT CURB LINE AND IN THE EXPANSION JOINTS. THE CONTRACTOR SHALL EXAMINE THESE BRIDGE FEATURES ON A REGULAR BASIS TO ENSURE THAT DEBRIS HAS NOT ACCUMULATED. ANY DEBRIS WHICH IS PRESENT SHALL BE REMOVED BY THE CONTRACTOR AT NO COST TO THE STATE.

DETAILS ARE NOT TO SCALE

ASPHALTIC PLUG JOINT AND BRIDGE DETAIL SHEET

PROJECT NAME: RYEGATE-NEWBURY
PROJECT NUMBER: IM SURF(17)

FILE NAME: p09B042.dgn
PROJECT LEADER: K. MARSHIA
DESIGNED BY: LSW
PLOT FILE: p09B042_05.i

PLOT DATE: 22-OCT-2012 13:10
DRAWN BY: LSW
CHECKED BY: KML
SHEET 5 OF 10

QUANTITY SHEET 1

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES

ALT. A	ALT. B	BRIDGE	ROADWAY	FULL C.E.	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING	
							BEGIN ITEMS COMMON TO ALL ALTERNATES			
			20,500		20,500	LF	SHOULDER BERM REMOVAL	203.40	394	
			1		1	CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	EST.	
			1050		1050	TON	AGGREGATE SHOULDERS	402.12	50	
			1		1	LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-	
		180			180	LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	EST.	
		100			100	CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	EST.	
			1,000		1,000	HR	UNIFORMED TRAFFIC OFFICERS	630.10	-	
			2,000		2,000	HR	FLAGGERS	630.15	EST.	
				1	1	LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-	
			1		1	LS	MOBILIZATION/DEMOBILIZATION	635.11	-	
			1		1	LS	TRAFFIC CONTROL	641.10	-	
			4		4	EA	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-	
			149 000		149 000	LF	4 INCH WHITE LINE	646.20	676	△
			149 000		149 000	LF	4 INCH YELLOW LINE	646.21	676	△
			25		25	LF	24 INCH STOP BAR	646.26	-	
			8		8	EA	LETTER OR SYMBOL	646.30	-	
			3 000		3 000	EA	LINE STRIPING TARGETS	646.76	EST	
							END ITEMS COMMON TO ALL ALTERNATES			
							BEGIN ALTERNATE A (COLD PLANE AND PAVE)			
164 000					164 000	SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	437	
15 000					15 000	TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	688	
1					1	LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-	
1					1	LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	490.32	-	
1					1	LU	LONGITUDINAL JOINT COMPACTION PAY ADJUSTMENT (N.A.B.I.)	490.34	-	
150					150	HR	POWER BROOM RENTAL, TYPE I	608.30	EST.	
75 000					75 000	LF	TEMPORARY 4 INCH WHITE LINE	646.600	816	
75 000					75 000	LF	TEMPORARY 4 INCH YELLOW LINE	646.610	816	
25					25	LF	TEMPORARY 24'' STOP BAR	646.680	-	
17					17	EA	TEMPORARY LETTER OR SYMBOL	646.690	-	
			1		1	LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-	
1100					1100	CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)	900.683	10	
							END ALTERNATE A (COLD PLANE AND PAVE)			

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		ALTERNATE A
		COLD PLANING, BITUMINOUS CONCRETE PAVEMENT
163 563	SY	MAINLINE
437	SY	ROUNDING
164 000	SY	TOTAL
		SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)
1090	CWT	MAINLINE
10	CWT	ROUNDING
1100	CWT	TOTAL
		SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
14 312	TON	MAINLINE
688	TON	ROUNDING
15 000	TON	TOTAL

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

ALTERNATE A—COLD PLANE AND PAVE

△ **REVISED 5/3/2010**

PROJECT NAME: RYEGATE - NEWBURY
PROJECT NUMBER: IM SURF (17)

FILE NAME: 09B042\p09B042.dgn
PROGRAM MANAGER : K. MARSHIA
DESIGNED BY: JLR
IPARM FILE NAME: p09B042_06.i

PLOT DATE: 22-OCT-2012 13:10
DRAWN BY: JLR
CHECKED BY: PAVT MGMT
SHEET 6 OF 10

QUANTITY SHEET 2

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES

ALT. A	ALT. B	BRIDGE	ROADWAY	FULL C.E.	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
							BEGIN ALTERNATE B (HOT IN-PLACE RECYCLE)		
	1				1	LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	490.32	-
	100				100	HR	POWER BROOM RENTAL, TYPE I	608.30	EST.
	149 000				149 000	LF	TEMPORARY 4 INCH WHITE LINE	646.600	676
	149 000				149 000	LF	TEMPORARY 4 INCH YELLOW LINE	646.610	676
	50				50	LF	TEMPORARY 24'' STOP BAR	646.680	-
	34				34	EA	TEMPORARY LETTER OR SYMBOL	646.690	-
	164 000				164 000	SY	SPECIAL PROVISION (HOT IN PLACE RECYCLE)	900.675	437
	2 700				2 700	TON	SPECIAL PROVISION (MICRO-SURFACE TREATMENT , TYPE II)	900.680	76
	2 100				2 100	CWT	SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)	900.683	56
							END ALTERNATE B (HOT IN-PLACE RECYCLE)		

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		ALTERNATE B
		HOT IN-PLACE RECYCLE
163 563	SY	MAINLINE
437	SY	ROUNDING
164 000	SY	TOTAL
		MICRO-SURFACE TREATMENT, TYPE II
2 624	TON	MAINLINE
76	TON	ROUNDING
2 700	TON	TOTAL

DETAILED SUMMARY OF QUANTITIES

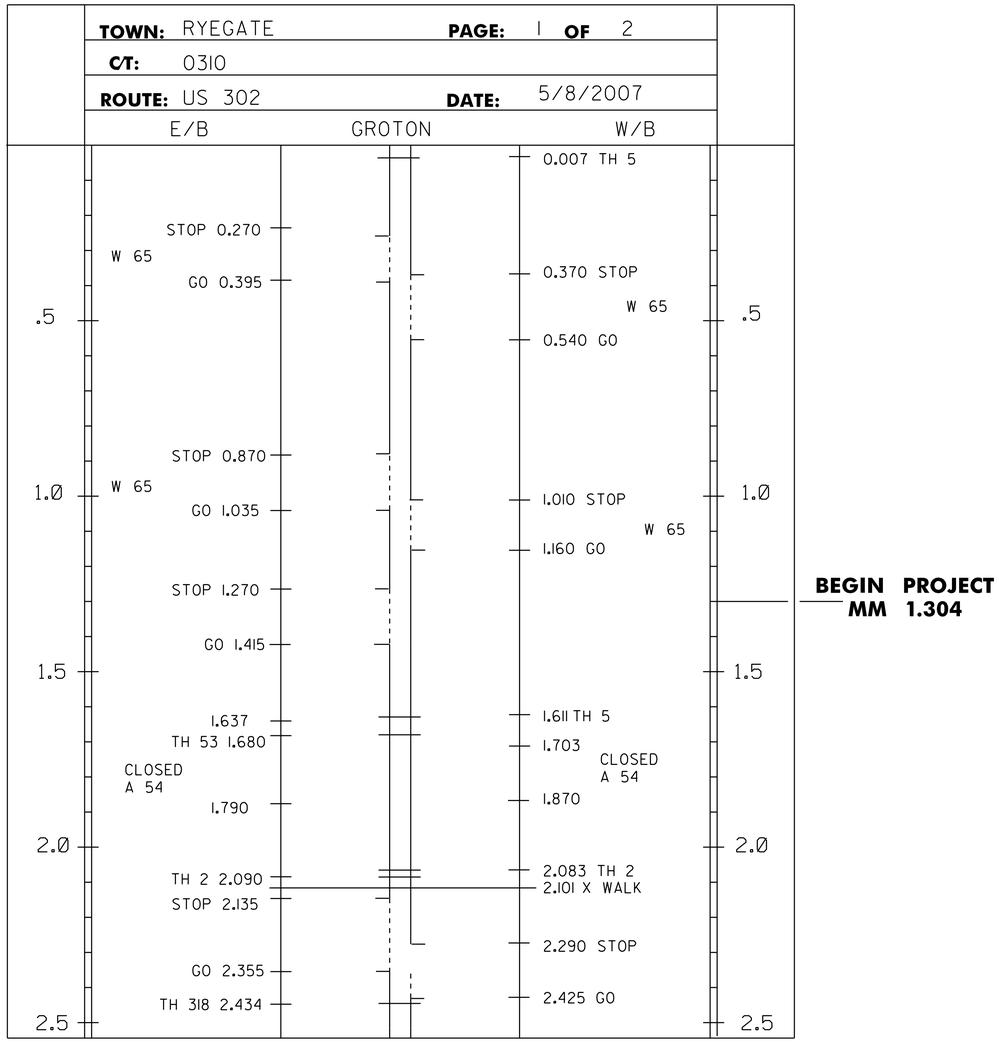
QUANTITIES	UNIT	ITEMS

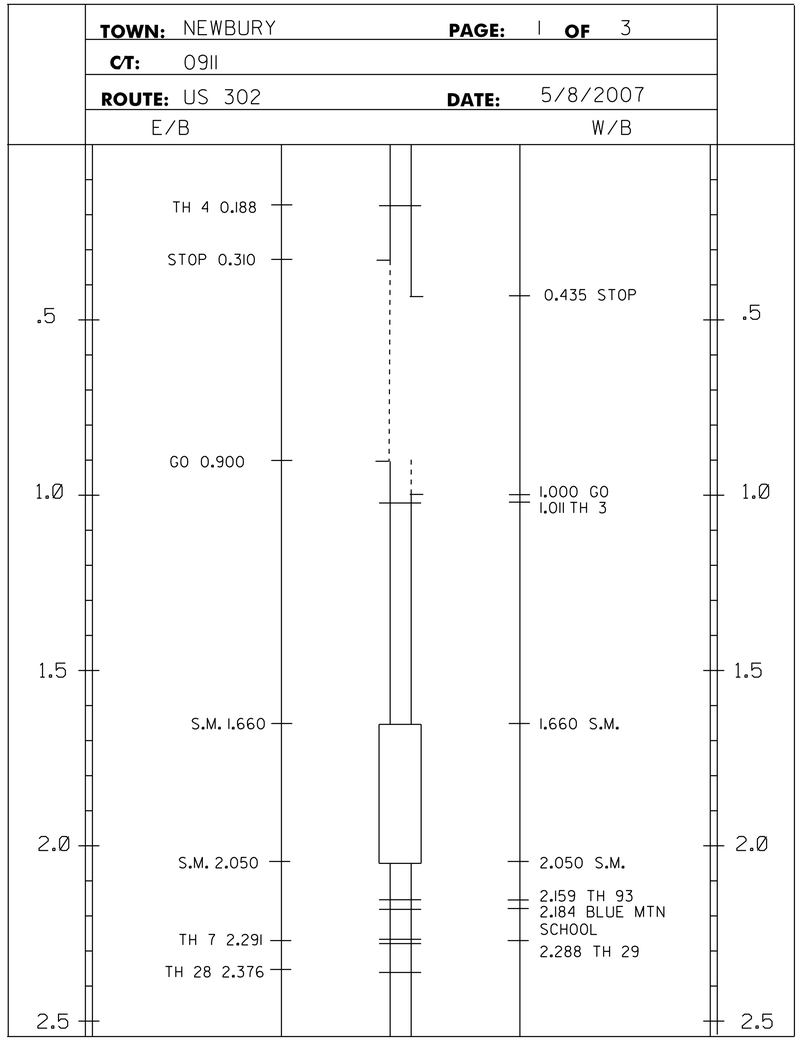
ALTERNATE B—HOT IN-PLACE RECYCLE
REVISED 5/3/2010

PROJECT NAME: RYEGATE - NEWBURY
PROJECT NUMBER: STP SURF (17)

FILE NAME: 09B042\p09B042.dgn
PROJECT LEADER: K. MARSHIA
DESIGNED BY: JLR
IPARM FILE NAME: p09B042_7.i

PLOT DATE: 22-OCT-2012 13:10
DRAWN BY: JLR
CHECKED BY: PAVT MGMT
SHEET 7 OF 10





NOTE:

THIS SHEET TO BE USED FOR THE LAYOUT OF ALL CENTERLINE PAVEMENT MARKINGS.
THE RESIDENT ENGINEER MAY CONTACT KEITH SWEET, PAVEMENT MARKING SUPERVISOR AT (802) 828-5573 FOR ASSISTANCE IN LAYING OUT THE CENTERLINE DURING CONSTRUCTION.
ALL PAINT PAVEMENT MARKINGS SHALL BE WATERBORNE PAINT AND WILL BE APPLIED TWICE.
THE PROJECT QUANTITIES HAVE BEEN ESTIMATED AND MULTIPLIED BY A FACTOR OF TWO TO ALLOW FOR THE DOUBLE APPLICATION. FINAL APPLICATION NO LATER THAN 17 SEPTEMBER 2010.

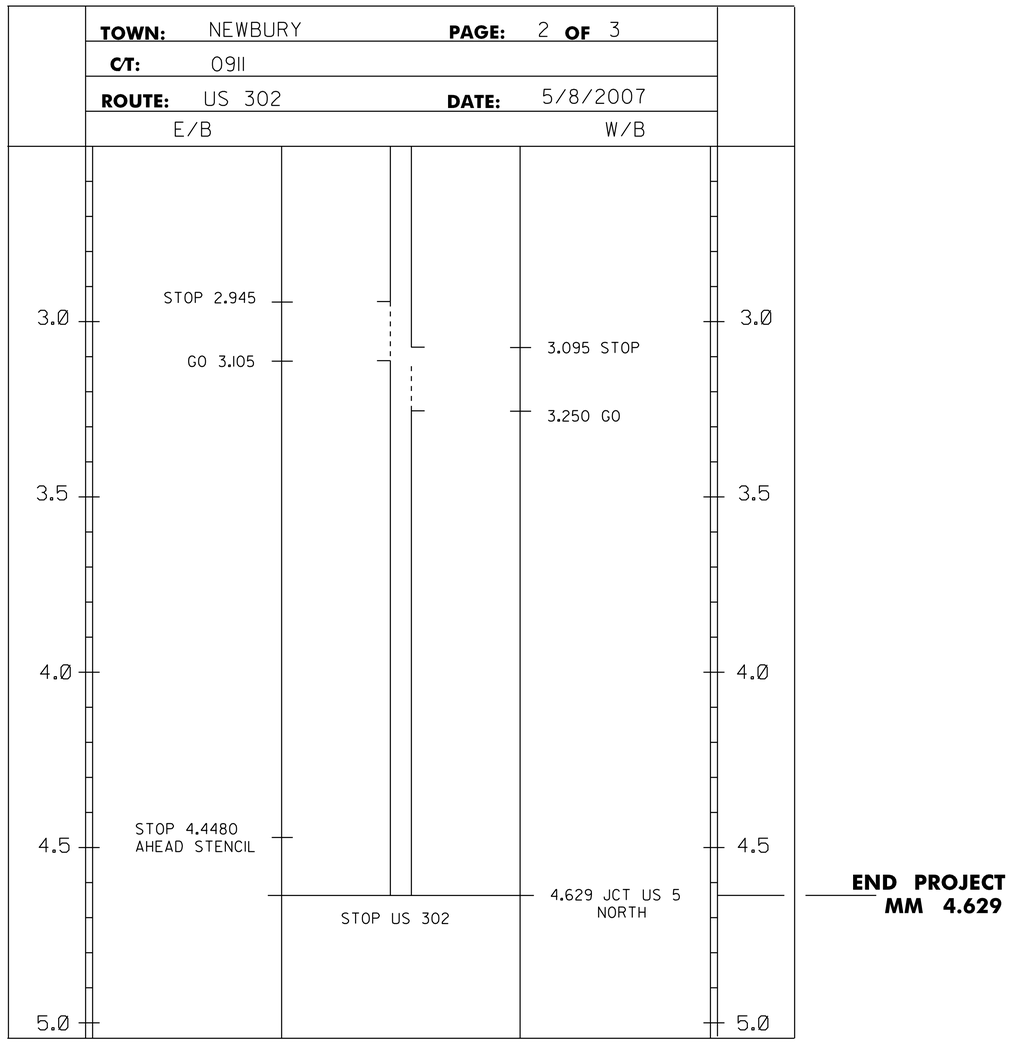
N.T.S.

PAVEMENT MARKING LAYOUT 1

PROJECT NAME: RYEGATE - NEWBURY
PROJECT NUMBER: STP SURF(17)

FILE NAME: 09B042/09B042.dgn
PROJECT LEADER: K. MARSHIA
DESIGNED BY: PAVT MGMT
IPARM FILE NAME: 09B042_08.i

PLOT DATE: 22-OCT-2012 13:11
DRAWN BY: PAVT MGMT
CHECKED BY: PAVT MGMT
SHEET 8 OF 10



ITEM 646.30 LETTER OR SYMBOL

MM 4.450 RT--STOP AHEAD
MM 4.627 RT--STOP
MM 4.627 LT--STOP

ITEM 646.690 TEMPORARY LETTER OR SYMBOL

MM 4.450 RT--STOP AHEAD
MM 4.627 RT--STOP
MM 4.627 LT--STOP

ITEM 646.26 24 INCH STOP BAR

MM 4.627 RT
MM 4.627 LT

ITEM 646.680 TEMPORARY 24 INCH STOP BAR

MM 4.627 RT
MM 4.627 LT

NOTE:

THIS SHEET TO BE USED FOR THE LAYOUT OF ALL CENTERLINE PAVEMENT MARKINGS.
THE RESIDENT ENGINEER MAY CONTACT KEITH SWEET, PAVEMENT MARKING SUPERVISOR AT (802) 828-5573 FOR ASSISTANCE IN LAYING OUT THE CENTERLINE DURING CONSTRUCTION.
ALL PAINT PAVEMENT MARKINGS SHALL BE WATERBORNE PAINT AND WILL BE APPLIED TWICE.
THE PROJECT QUANTITIES HAVE BEEN ESTIMATED AND MULTIPLIED BY A FACTOR OF TWO TO ALLOW FOR THE DOUBLE APPLICATION. FINAL APPLICATION NO LATER THAN 17 SEPTEMBER 2010.

N.T.S.

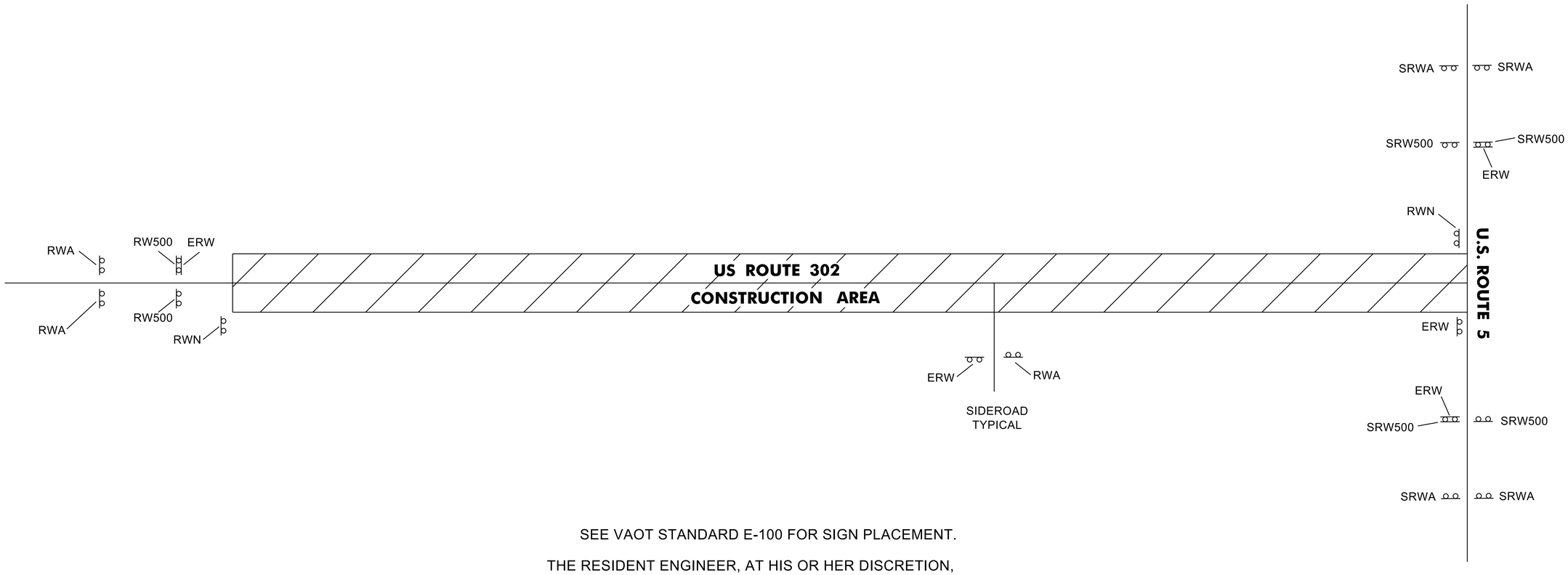
PAVEMENT MARKING LAYOUT 2

PROJECT NAME: RYEGATE - NEWBURY
PROJECT NUMBER: STP SURF(17)

FILE NAME: 09B042/B042.dgn
PROJECT LEADER: K. MARSHIA
DESIGNED BY: PAVT MGMT
IPARM FILE NAME: 09B042_09.i

PLOT DATE: 22-OCT-2012 13:11
DRAWN BY: PAVT MGMT
CHECKED BY: PAVT MGMT
SHEET 9 OF 10

CONSTRUCTION APPROACH SIGNING



SEE VAOT STANDARD E-100 FOR SIGN PLACEMENT.

THE RESIDENT ENGINEER, AT HIS OR HER DISCRETION, MAY ELIMINATE CONSTRUCTION APPROACH SIGNING AT DEAD END LOCATIONS.

TEMPORARY TRAFFIC CONTROL NOTES

1. ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THESE PROJECT PLANS, APPLICABLE VTRANS E-SERIES STANDARD DRAWINGS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD),DATED 2003, AND ITS LATEST REVISIONS, OR AS DIRECTED BY THE RESIDENT ENGINEER. IF THE CONTRACTOR DOES NOT WISH TO FOLLOW THE TEMPORARY TRAFFIC CONTROL PROVIDED, HE/SHE MAY SUBMIT AN ALTERNATE PROPOSAL AT THE PRE-CONSTRUCTION MEETING IMPLEMENTING THE PROPOSED CHANGES FOR REVIEW AND APPROVAL BY THE RESIDENT ENGINEER.
2. THE CONTRACTOR MUST PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES.
3. THE CONTRACTOR SHALL CONDUCT THE WORK AT ALL TIMES IN SUCH A MANNER AND IN SUCH SEQUENCE SO AS TO ENSURE THE LEAST INTERFERENCE WITH TRAFFIC OCCURS.
4. PAYMENT FOR CONSTRUCTION SIGNING WILL BE MADE UNDER CONTRACT ITEM 641.10.

LEGEND

ERW	= END ROAD WORK
RW500	= ROAD WORK 500 FT
RWA	= ROAD WORK AHEAD
SRWA	= SIDE ROAD WORK AHEAD
SRW500	= SIDE ROAD WORK 500 FT
RWN	= ROAD WORK NEXT 11 1/2 MILES
PCMS	= PORTABLE CHANGEABLE MESSAGE SIGN

NOT TO SCALE

TEMPORARY CONSTRUCTION SIGNING

PROJECT NAME: RYEGATE - NEWBURY
PROJECT NUMBER: STP SURF(17)

FILE NAME: p09B042/09B042.dgn
PROJECT LEADER: KM
DESIGNED BY: JLR
IPARM FILE NAME: 09B042_10.i

PLOT DATE: 22-OCT-2012 13:11
DRAWN BY: JLR
CHECKED BY: JLR
SHEET 10 OF 10