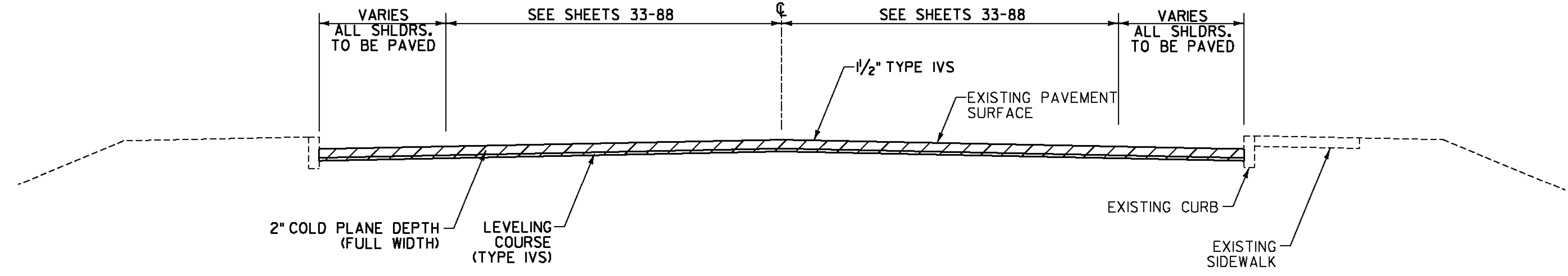


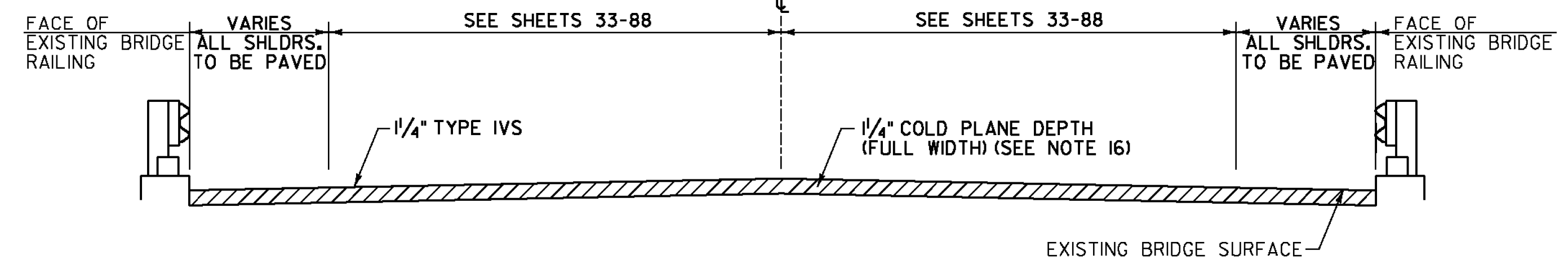
COLD PLANE TYPICAL SECTION - NON-CURBED

U. S. ROUTE 5
 ST. JOHNSBURY STA. 151+85.28 TO 197+04.1
 ST. JOHNSBURY STA. 207+56.9 TO 405+26.0
 LYNDON STA. 0+00.0 TO 69+08.9
 LYNDON STA. 90+38.0 TO 103+50.0
 LYNDON STA. 110+11.0 TO 115+05.0
 LYNDON STA. 120+45.0 TO 126+64.0
 LYNDON STA. 132+30.0 TO 139+49.76



COLD PLANE TYPICAL SECTION - CURBED

U. S. ROUTE 5
 ST. JOHNSBURY STA. 197+04.1 TO 207+56.9
 U. S. ROUTE 5
 LYNDON STA. 69+08.9 TO 90+38.0
 LYNDON STA. 103+50.0 TO 110+11.0
 LYNDON STA. 115+05.0 TO 120+45.0
 LYNDON STA. 126+64.0 TO 132+30.0



COLD PLANE TYPICAL SECTION - BRIDGE

U. S. ROUTE 5
 ST. JOHNSBURY BR#135 STA. 290+18.01 TO 294+76.63
 ST. JOHNSBURY BR#137 STA. 351+91.27 TO 354+35.90
 U. S. ROUTE 5
 LYNDON BR#141 STA. 87+94.72 TO 89+67.22

ASPHALTIC PLUG JOINT LOCATIONS

(SEE STRUCTURES DETAIL SD-516.10)
 U. S. ROUTE 5
~~ST. JOHNSBURY STA. 231+84.11 (DEPOT HILL RD. TH-85) (30 LF)~~
 ST. JOHNSBURY BR#135 STA. 290+18.01 (65 LF)
 ST. JOHNSBURY BR#135 STA. 294+76.63 (65 LF)
 ST. JOHNSBURY BR#137 STA. 351+91.27 (84 LF) 85.5
 ST. JOHNSBURY BR#137 STA. 354+35.90 (84 LF) 85.5
 U. S. ROUTE 5
 STA. 293+98.63 (61.5 LF)
 LYNDON BR#141 STA. 87+94.72 (55 LF) 53.5
 LYNDON BR#141 STA. 89+67.22 (55 LF) 53.5
 LYNDON RR-XING STA. 94+75.00 (79 LF)
 LYNDON RR-XING STA. 94+85.00 (77 LF)

NOTES

- THE PAVEMENT WEARING COURSE SHALL BE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS. THE ESTIMATED 1/2" LEVELING COURSE SHALL BE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- THE ST. JOHNSBURY STATE HIGHWAY IS PART OF THIS PROJECT. THE EXISTING PAVED SHOULDERS WILL BE EXCAVATED AN ADDITIONAL 2" AFTER THE INITIAL FULL WIDTH 2" COLD PLANING AND REPLACED WITH 2" TYPE IIIS. THEN LEVEL FULL WIDTH WITH 1/2" TYPE IVS AND THEN PAVE WITH 1/2" TYPE IVS.
- GRASS GROWING ADJACENT TO PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE PAVEMENT SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
- SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/-1/4" (TOTAL THICKNESS EXCLUDING LEVELING)
- EDGES OF NEW PAVEMENT WITHIN NON-CURBED SECTIONS SHALL INCLUDE A SAFETY EDGE AS DIRECTED BY THE ENGINEER. SEE DETAIL ON SHEET 4.
- EMULSIFIED ASPHALT SHALL BE APPLIED ON EXISTING PAVEMENT SURFACES, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES. ALL COLD PLANED SURFACES SHALL HAVE AN APPLICATION RATE OF 0.08 GAL/SY OF EMULSIFIED ASPHALT. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL SUCCESSIVE PAVED SURFACES AT THE RATE OF 0.025 TO 0.040 GAL/SY. ALL APPLICATIONS WILL BE PAID UNDER ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH).
- COLD PLANING TO BE COMPLETED ACCORDING TO TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. THE COLD PLANING AND PAVING SHALL MATCH THE EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AREAS BY THE USE OF A VERTICAL COLD PLANE JOINT. SEE DETAIL ON SHEET 4.
- ALL RESIDENTIAL AND COMMERCIAL DRIVES, AND PULL-OUTS SHALL RECEIVE A 4 FOOT PAVED APRON, AND ALL FIELD DRIVES SHALL RECEIVE A 2 FOOT PAVED APRON. PAYABLE UNDER ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES) UNLESS OTHERWISE DIRECTED BY THE ENGINEER (FOR DETAILS, SEE SHEET 15). ALL OTHER BITUMINOUS MATERIALS PLACED WITHIN THE PROJECT LIMITS WHETHER BY HAND OR MECHANICAL METHODS SHALL BE PAID AS ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
- SIDEWALK RAMP DETECTABLE WARNING SURFACES SHALL BE TRUNCATED DOME DETECTABLE WARNING PLATES FROM THE AGENCY'S APPROVED PRODUCTS LIST.
- AN ESTIMATED QUANTITY OF ITEM 619.17 YIELDING MARKER POSTS HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS AND DROP INLETS LOCATED OUTSIDE OF THE PAVEMENT SURFACE OR AS DIRECTED BY THE ENGINEER.
- QUANTITIES FOR ITEM 604.412, "REHAB DI, CB OR MH CLASS I", ITEM 604.415, "REHAB DI, CB OR MH CLASS II", ITEM 604.42, "CHANGING ELEVATION OF SEWER MANHOLES", AND ITEM 629.20, "ADJUST ELEVATION OF VALVE BOX" HAVE BEEN INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS EVEN WITH THE SURROUNDING TERRAIN. DRAINAGE STRUCTURES CALLING FOR REHAB HAVE BEEN DISTRIBUTED BETWEEN ITEMS 604.412 AND 604.415 AS FOLLOWS: 80% 604.412, 20% 604.415 FOR ESTIMATING PURPOSES.
- A 3' - 7" BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH SIX FOOT POSTS. IF THIS CANNOT BE OBTAINED THEN EIGHT FOOT POSTS SHALL BE USED. PAYMENT WILL BE MADE UNDER ITEM 621.20 STEEL BEAM GUARDRAIL, GALVANIZED AND ITEM 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS.
- ITEM 402.13 AGGREGATE SHOULDERS, RAP SHALL BE USED TO BACK UP EDGES OF PAVEMENT, EXCEPT IN LAWN AREAS WHERE ITEM 651.35 TOPSOIL SHALL BE USED.
- ESTIMATED QUANTITIES OF ITEMS 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I, ITEM 608.37 TRUCK RENTAL AND ITEM 608.40 LOADER RENTAL, TYPE I HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL END SECTION FLARES WITH EXCAVATED DITCHING MATERIAL. AN ESTIMATED QUANTITY OF ITEM 203.30 EARTH BORROW HAS BEEN INCLUDED IN THE CASE THAT THE DITCHING MATERIAL IS NOT SUITABLE TO USE IN THE GUARDRAIL END SECTION FLARE AREA. AN AMOUNT OF 25 CUBIC YARDS OF EARTH BORROW HAS BEEN ESTIMATED FOR EACH NEW GUARDRAIL END SECTION FLARE. ITEM 653.20 TEMPORARY EROSION MATTING SHALL BE PLACED ON ALL SLOPES CREATED BY THE GUARDRAIL END SECTION FLARE. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.20 TEMPORARY EROSION MATTING FOR EACH NEW GUARDRAIL END SECTION FLARE TO BE USED AS DIRECTED BY THE ENGINEER.
- AN ESTIMATED QUANTITY OF ITEM 608.15, POWER GRADER RENTAL HAS BEEN INCLUDED FOR REMOVING BUILT UP, SAND, ETC. ADJACENT TO THE SHOULDERS IN NON GUARDRAIL AREAS, TO ALLOW FREE DRAINAGE OFF THE SHOULDER.
- THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ON BRIDGE DECKS. SHOULD ANY DAMAGE OCCUR TO THE DECK OR MEMBRANE AS A RESULT OF THESE OPERATIONS THE ENGINEER SHALL CONTACT THE VTRANS CONSTRUCTION STRUCTURES ENGINEER TO PROVIDE AN ASSESSMENT OF THE DAMAGE AND RECOMMEND ANY NECESSARY REPAIRS. THE CONSTRUCTION STRUCTURES ENGINEER WILL ALSO DETERMINE IF THE DAMAGE WAS AVOIDABLE. IF THE CONTRACTOR IS DETERMINED BY THE ENGINEER TO BE AT FAULT, THE RECOMMENDED REPAIRS SHALL BE COMPLETED AT NO COST TO THE STATE.
- EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 3 INCHES OR AS DIRECTED BY THE ENGINEER.
 EXCAVATION WILL BE PAID FOR AS ITEM 608.25 ALL PURPOSE EXCAVATOR, TYPE I.
 MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.40 SUBBASE, RAP AS DIRECTED BY THE ENGINEER.
 EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM PROJECT, AS DIRECTED BY THE ENGINEER.
- ALL COLD PLANE SURFACES SHALL HAVE SURFACE PREPARATION BEFORE PAVING CONSISTING OF POTHOLE PATCHING AND PATCHING OF ALL LARGE CRACKS THAT ARE AT LEAST 1" IN WIDTH. THIS WILL BE PAID UNDER ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE II) SEE DETAIL ON SHEET 4.

NOT TO SCALE



PROJECT TYPICAL SHEET #1

PROJECT NAME:	ST. JOHNSBURY-LYNDON
PROJECT NUMBER:	STP 2928(I)
FILE NAME:	p10c262.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	MCF
IPARM FILE:	p10c262pts01.i
PLOT DATE:	10/17/2013
DRAWN BY:	STANTEC
CHECKED BY:	JLL
SHEET	3 OF 133