

SUPERPAVE BITUMINOUS CONCRETE PAVEMENT MIXTURE DESIGN CRITERIA		
	I-91 NB	I-91 SB
DESIGN LANE/DESIGN LIFE ESAL	9,429,000	8,229,000
DESIGN NUMBER OF GYRATIONS	65	65
PERFORMANCE GRADED ASPHALT BINDER	SEE SUBSECTION 490.03(b)	

TRAFFIC DATA

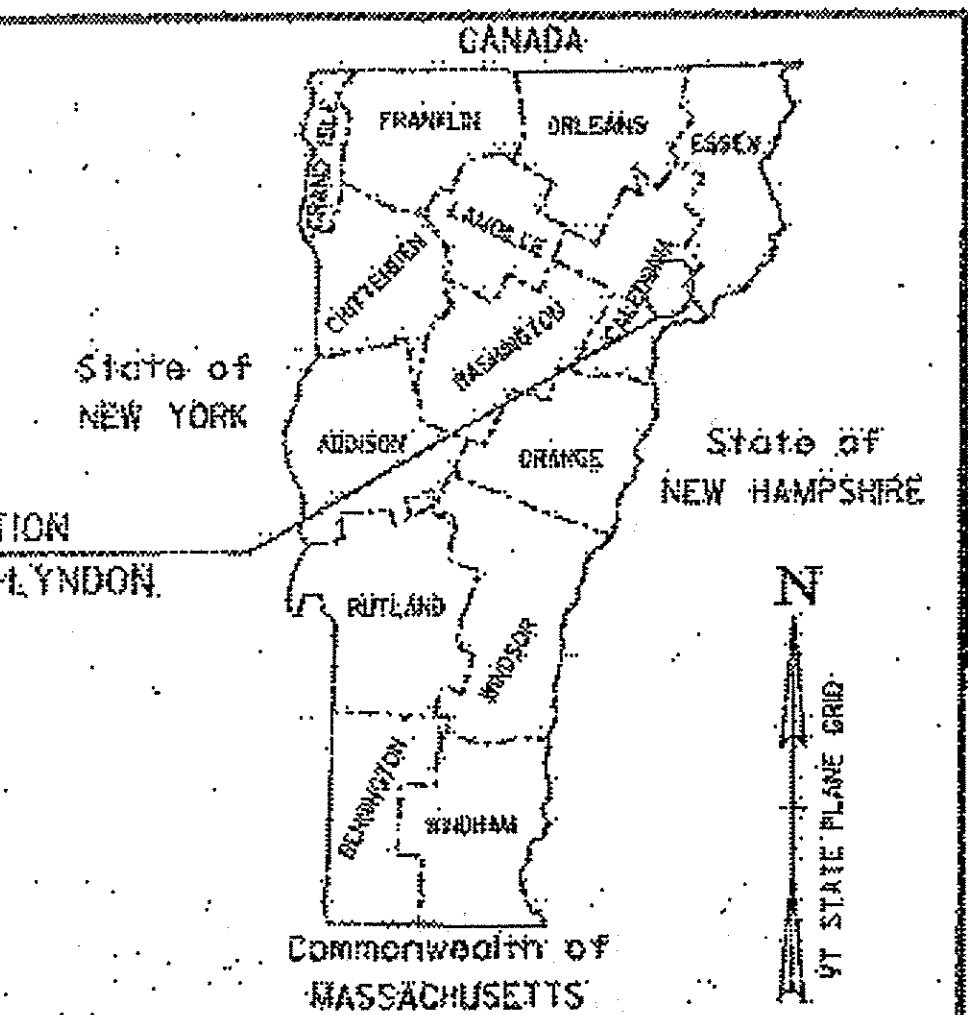
I-91 NORTHBOUND	AADT		DHY		ESALS	
	2014	2024	2014	2024	2014-2024	2014-2024
BEGIN PROJECT TO EXIT 20	4,400	4,900	710	790	3,092,000	7,845,000
EXIT 20 TO EXIT 21	4,300	4,700	700	760	3,715,000	9,429,000
EXIT 21 TO EXIT 22	3,900	4,300	630	700	2,370,000	5,988,000
EXIT 22 TO END PROJECT	5,600	6,000	910	970	1,533,000	3,655,000

I-91 SOUTHBOUND	AADT		DHY		ESALS	
	2014	2024	2014	2024	2014-2024	2014-2024
BEGIN PROJECT TO EXIT 20	4,400	4,900	670	750	3,666,000	7,971,000
EXIT 20 TO EXIT 21	4,300	4,700	660	720	3,331,000	8,229,000
EXIT 21 TO EXIT 22	3,900	4,300	600	660	2,657,000	6,648,000
EXIT 22 TO END PROJECT	5,600	6,000	860	920	1,486,000	3,539,000

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT TOWNS OF ST. JOHNSBURY & LYNDON COUNTY OF CALEDONIA INTERSTATE ROUTE 91 (NHS)



IM 091-3(50) NORTHBOUND:
BEGINNING IN ST. JOHNSBURY ON I-91 AT MM 128.699 IN THE NB LANE AND EXTENDING
NORTHERLY A DISTANCE OF 44,467.00 FEET (8.422 MILES) TO MM 137.121

IM 091-3(50) SOUTHBOUND:
BEGINNING IN ST. JOHNSBURY ON I-91 AT MM 128.698 IN THE SB LANE AND EXTENDING
NORTHERLY A DISTANCE OF 44,962.00 FEET (8.515 MILES) TO MM 137.214

NB LENGTH OF ROADWAY = 44,467.00 FT = 8.422 MILES

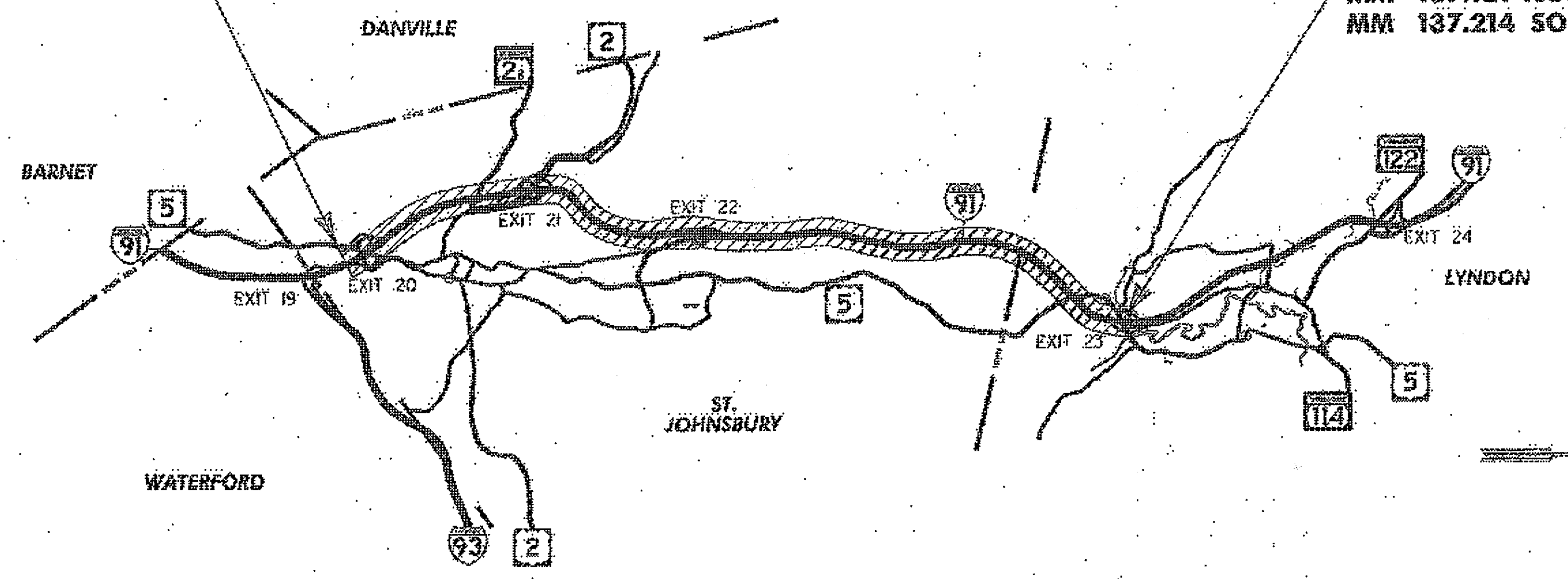
SB LENGTH OF ROADWAY = 44,962.00 FT = 8.515 MILES

LENGTH OF PROJECT = 44,962.00 FT = 8.515 MILES

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING, RECONSTRUCTING
SHOULDERS, RESURFACING WITH A LEVELING COURSE AND WEARING COURSE, NEW
PAVEMENT MARKINGS, GUARDRAIL, DRAINAGE AND OTHER RELATED HIGHWAY ITEMS.

BEGIN ST. JOHNSBURY-LYNDON IM 091-3(50)
MM 128.699 NORTHBOUND
MM 128.698 SOUTHBOUND

END ST. JOHNSBURY-LYNDON IM 091-3(50)
MM 137.121 NORTHBOUND
MM 137.214 SOUTHBOUND



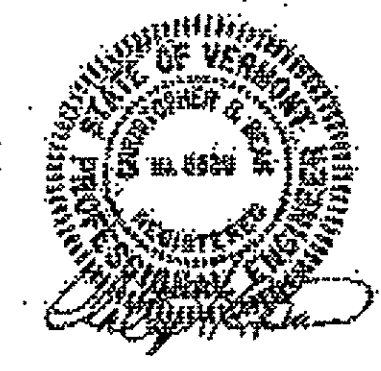
QUALITY ASSURANCE PROGRAM: LEVEL 1

CLD CONSULTING ENGINEERS
545 Schenckel Street
Lyndon, VT 05854
Tel: (802) 669-8223
Fax: (802) 669-9000
Email: info@clde.com
Main • New Hampshire • Vermont

CONVENTIONAL SYMBOLS	
COUNTY LINE	-----
TOWN LINE	-----
LIMITS OF ACCESS	-----
POINT OF ACCESS	X
FENCE LINE	X-X-X-X-X
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	-----
TOP OF CUT	-----
TOE OF SLOPE	-----

SURVEYED BY: VSE/CLD
SURVEYED DATE: JULY 2012

DATUM
VERTICAL - NAVD 88
HORIZONTAL - NAD 83 (2011)



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 2011, AS APPROVED BY THE
FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011
FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT
REVISIONS AND SUCH REVISED SPECIFICATIONS AND
SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE
PLANS.

RECORD PLANS

CONTRACTOR: PKE INDUSTRIES, INC. - BERLIN, VT
RESIDENT ENGINEER: DOUG BUMPS
CONSTRUCTION BEGAN: APRIL 14, 2014
CONSTRUCTION COMPLETE: OCTOBER 23, 2014
RECORD PLANS BY: DOUG BUMPS
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET
OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY: *[Signature]* DATE: 5/14/15
RESIDENT ENGINEER

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.

BUILT AS DESIGNED

UNLESS OTHERWISE NOTED, ALL DRAWING AND DETAILS
ON THE PLANS ARE DRAWN NOT TO SCALE.

RIGHT-OF-WAY LIMITS, IF APPLICABLE, ARE PROVIDED
SOLELY FOR THE CONVENIENCE OF THE STATE AND ITS
CONTRACTOR DURING THE COURSE OF THIS PAYING
PROJECT. ANY REFERENCES TO OFFSETS ON THESE
PLANS ARE APPROXIMATE AND SHOULD NOT BE RELIED
UPON FOR ANY OTHER PURPOSES.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED: *[Signature]* DATE: 12-4-13
DIRECTOR OF PROGRAM DEVELOPMENT

APPROVED: *[Signature]* DATE: 10/1/13
PROJECT MANAGER: MICHAEL FOWLER, P.E.

PROJECT NAME: ST. JOHNSBURY-LYNDON
PROJECT NUMBER: IM 091-3(50)

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D-15	6/1/1994
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T-12	8/6/2012
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T-30	8/6/2012
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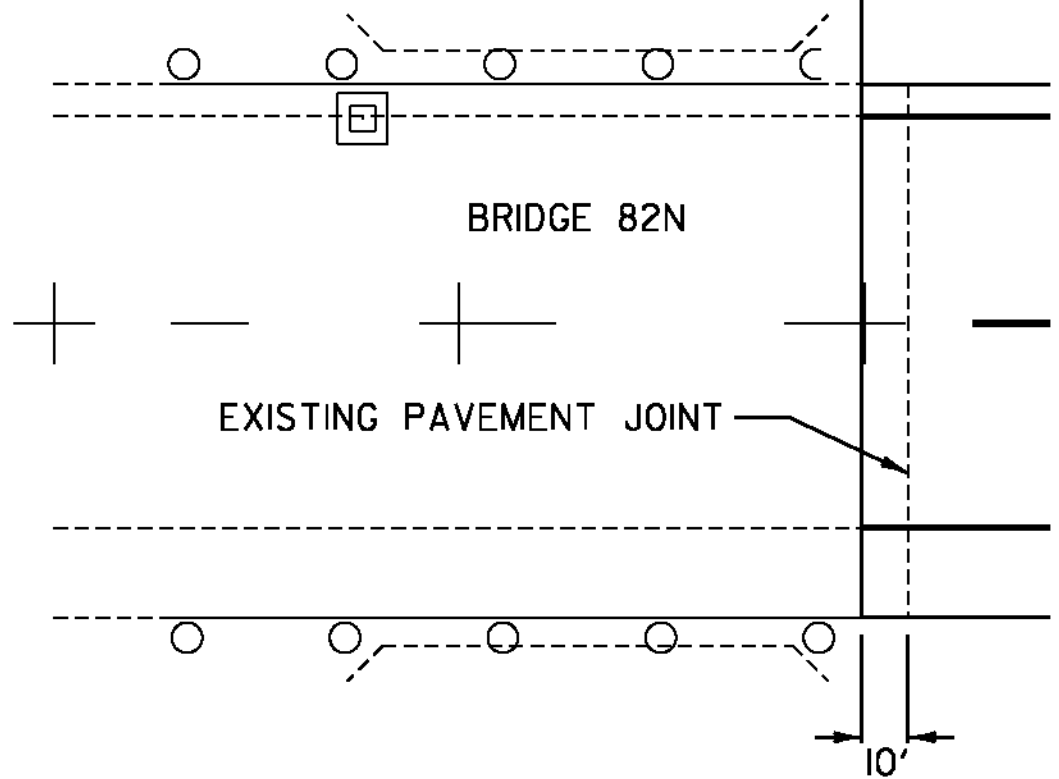
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SD-516.10 BRIDGE JOINT ASPHALTIC PLUG

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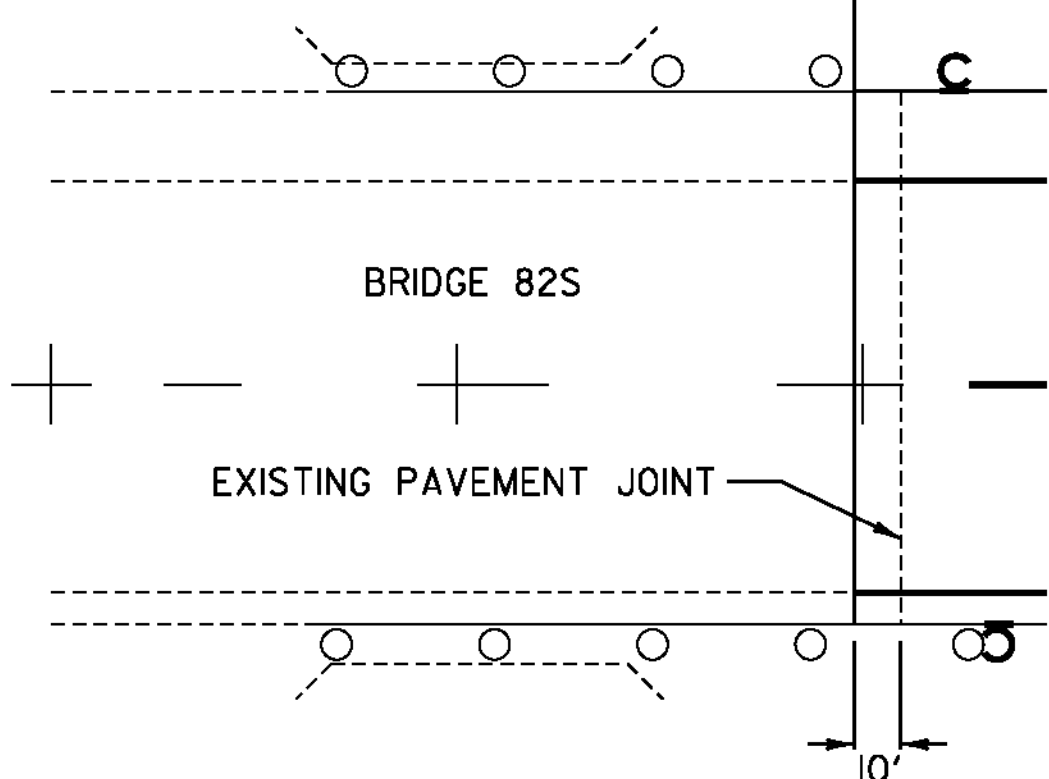
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PROJECT LEADER: PTS	DRAWN BY: SNG
DESIGNED BY: NULL	CHECKED BY: PTS
IPARM FILE NAME: p11a346_02	SHEET 2 OF 72

BEGIN COLD PLANE & OVERLAY
MM 128.699



INTERSTATE 91 NB
BEGIN IM 091-3(50)

BEGIN COLD PLANE & OVERLAY
MM 128.698



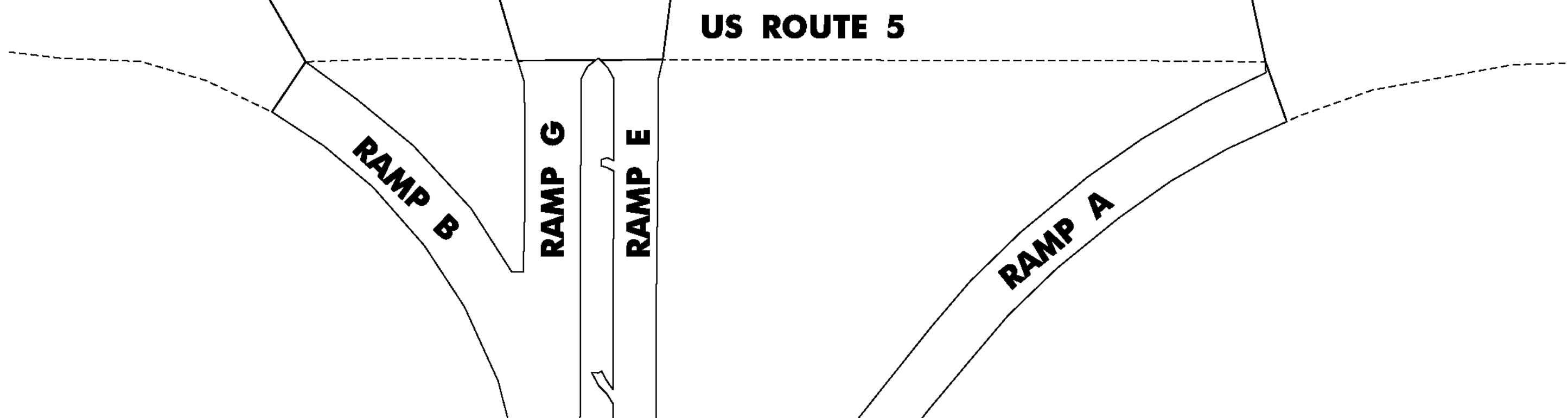
INTERSTATE 91 SB
BEGIN IM 091-3(50)

BEGIN COLD PLANE & OVERLAY
RAMP G

END COLD PLANE & OVERLAY
RAMP E

BEGIN COLD PLANE & OVERLAY
RAMP B

END COLD PLANE & OVERLAY
RAMP A



EXIT 20 NORTHBOUND
RAMP A - NB OFF RAMP RAMP E - NB OFF RAMP
RAMP B - NB ON RAMP RAMP G - NB ON RAMP

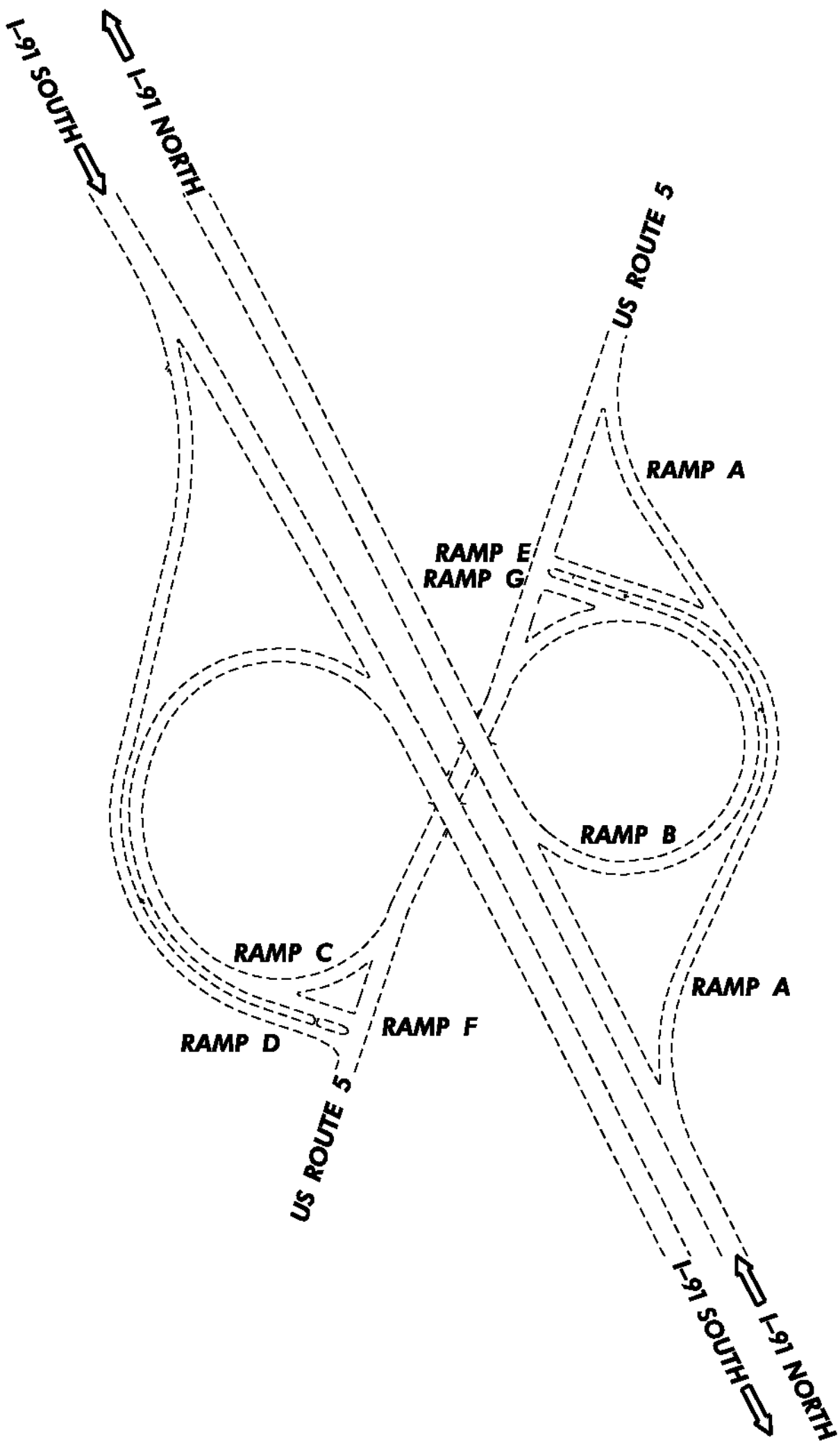
END COLD PLANE & OVERLAY
RAMP D

BEGIN COLD PLANE & OVERLAY
RAMP C

BEGIN COLD PLANE & OVERLAY
RAMP F

US ROUTE 5

EXIT 20 SOUTHBOUND
RAMP C - SB ON RAMP
RAMP D - SB OFF RAMP
RAMP F - SB ON RAMP



EXIT 20 LAYOUT

TIE SHEET 1

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zlla346+1.dgn

PROJECT LEADER: PTS

DESIGNED BY: NLL

IPARM FILE NAME: pila346_03

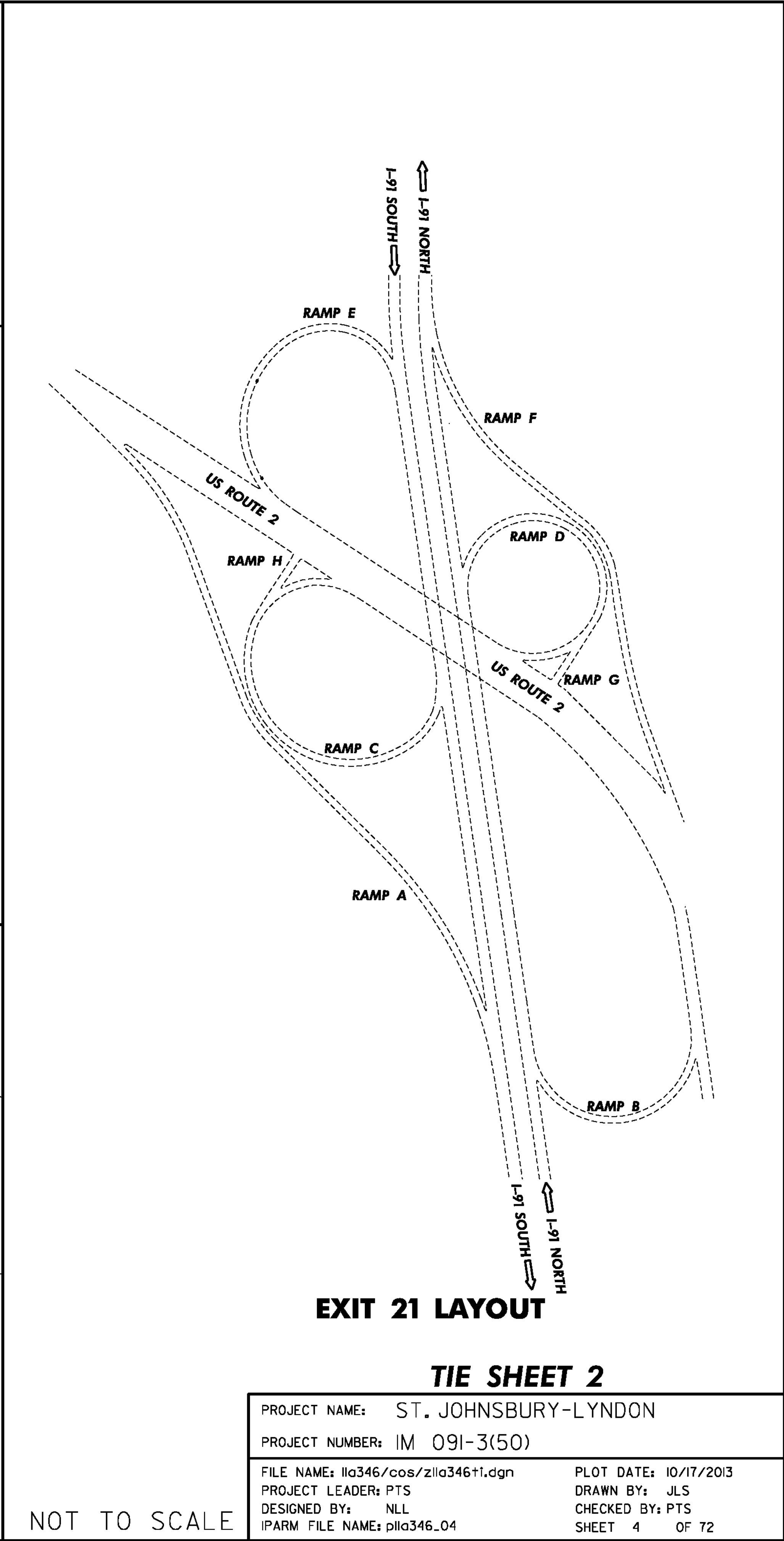
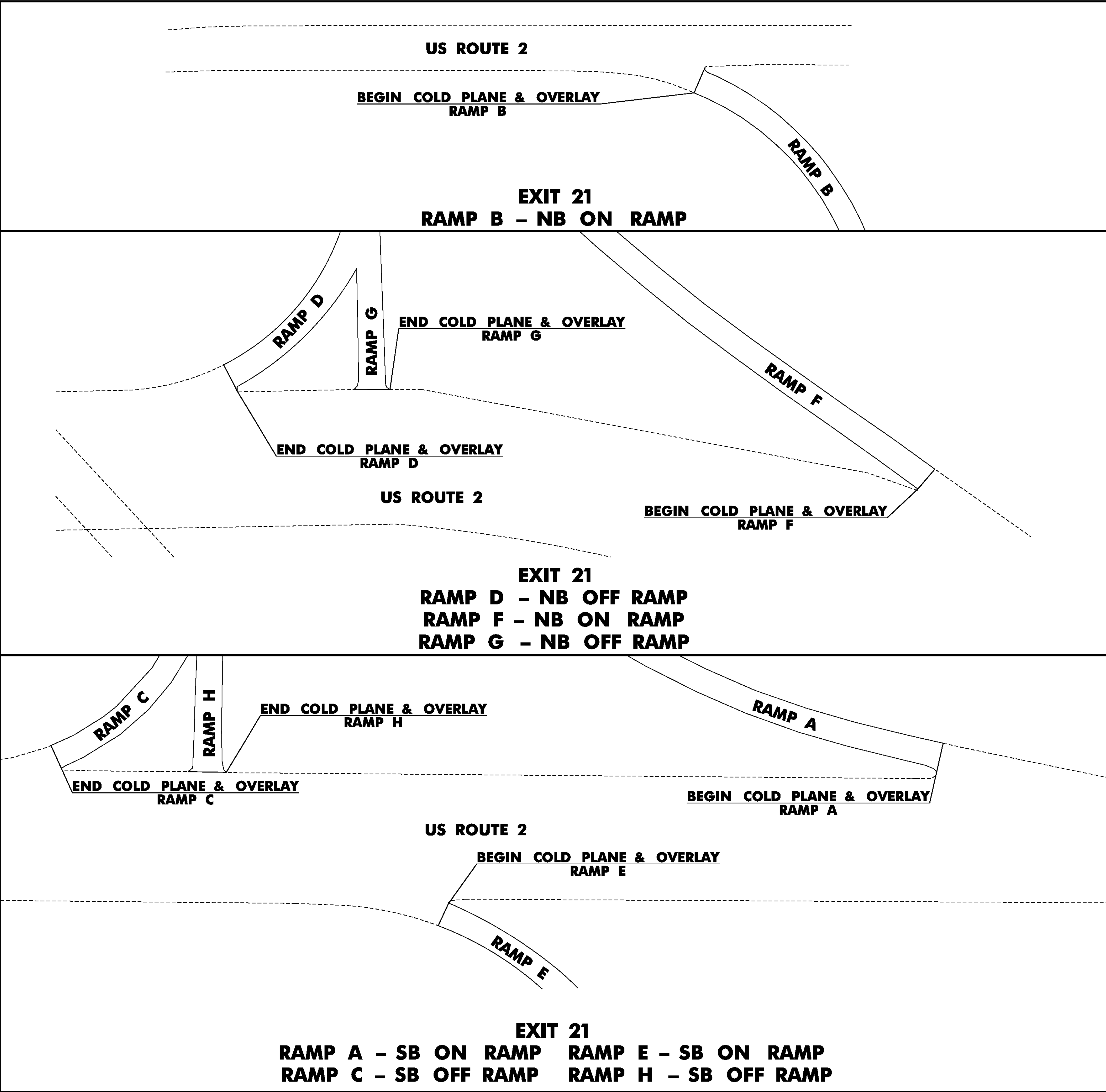
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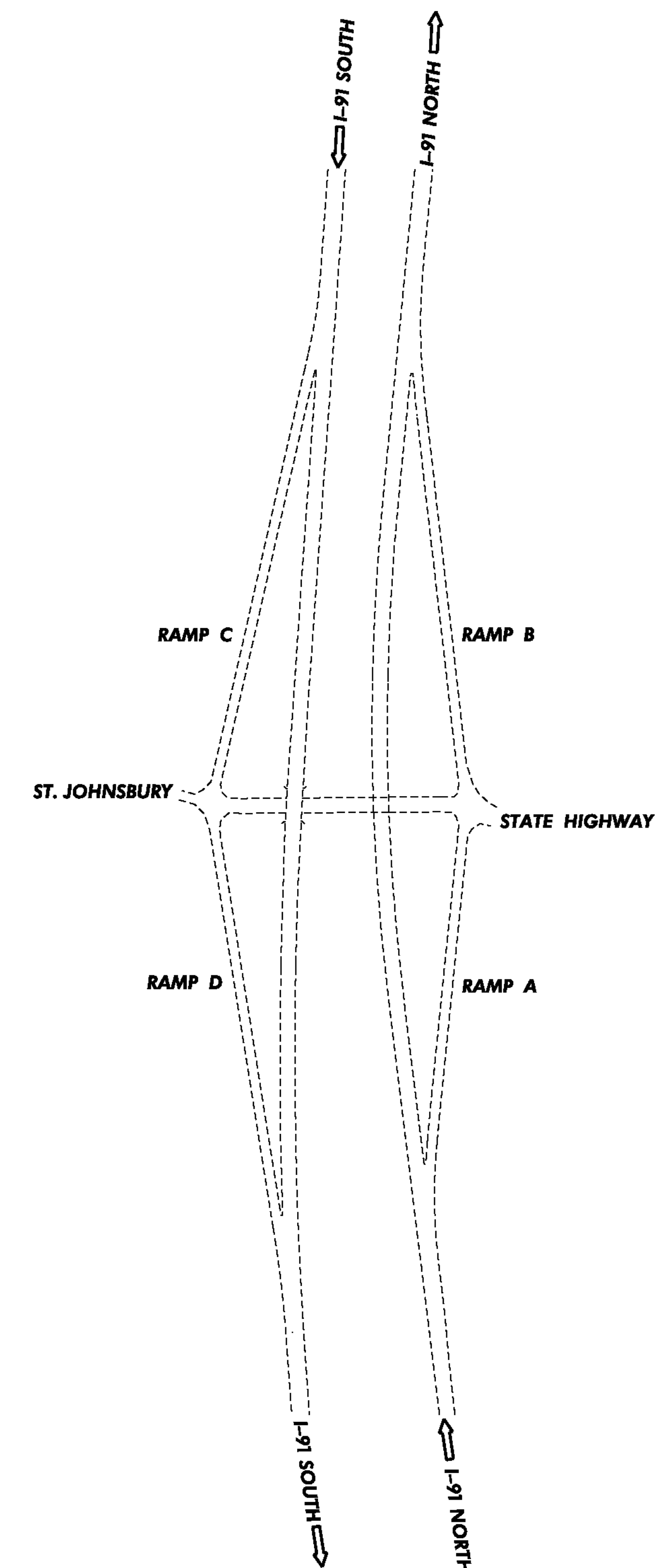
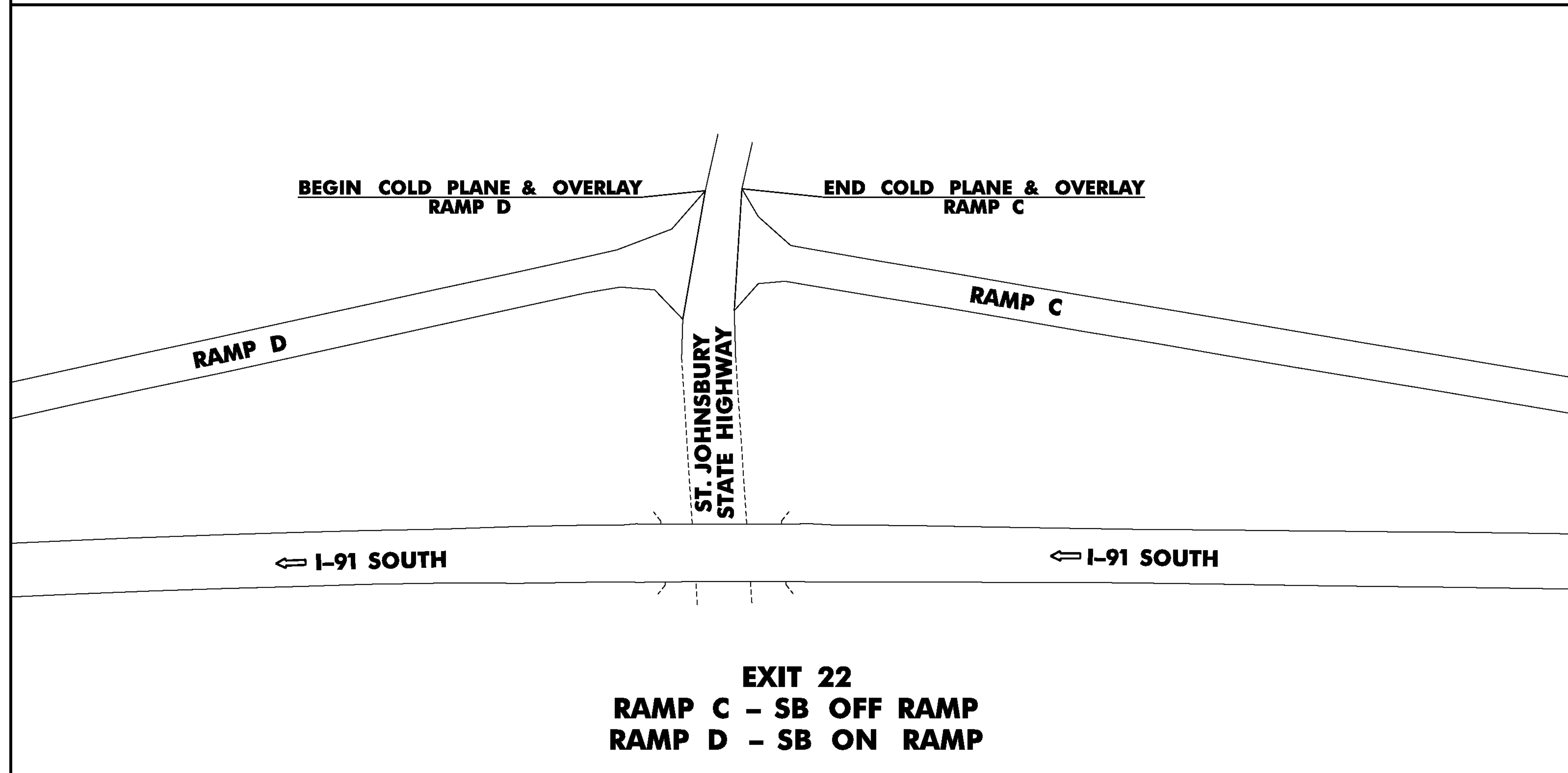
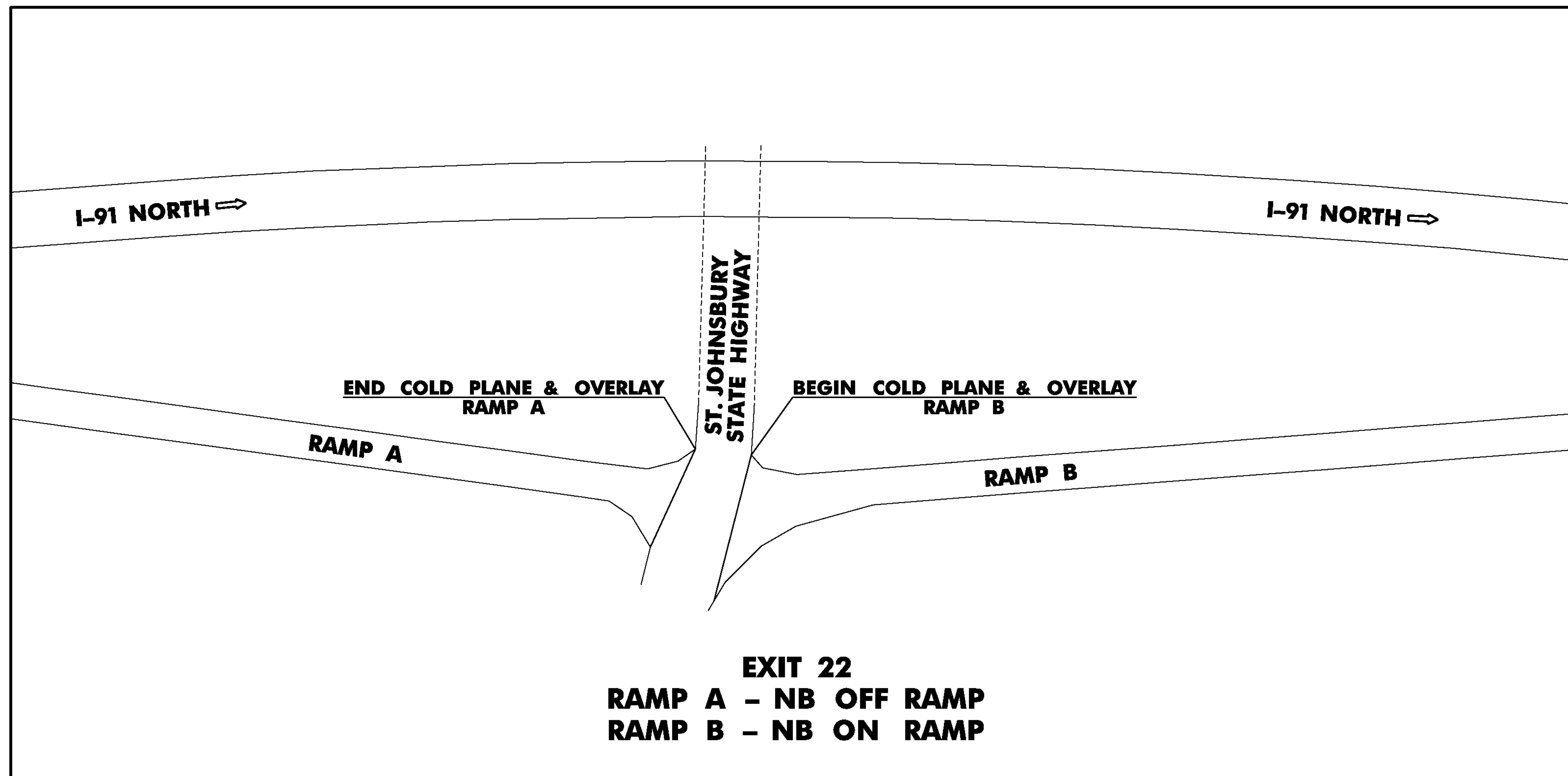
DRAWN BY: JLS

CHECKED BY: PTS

SHEET 3 OF 72

NOT TO SCALE



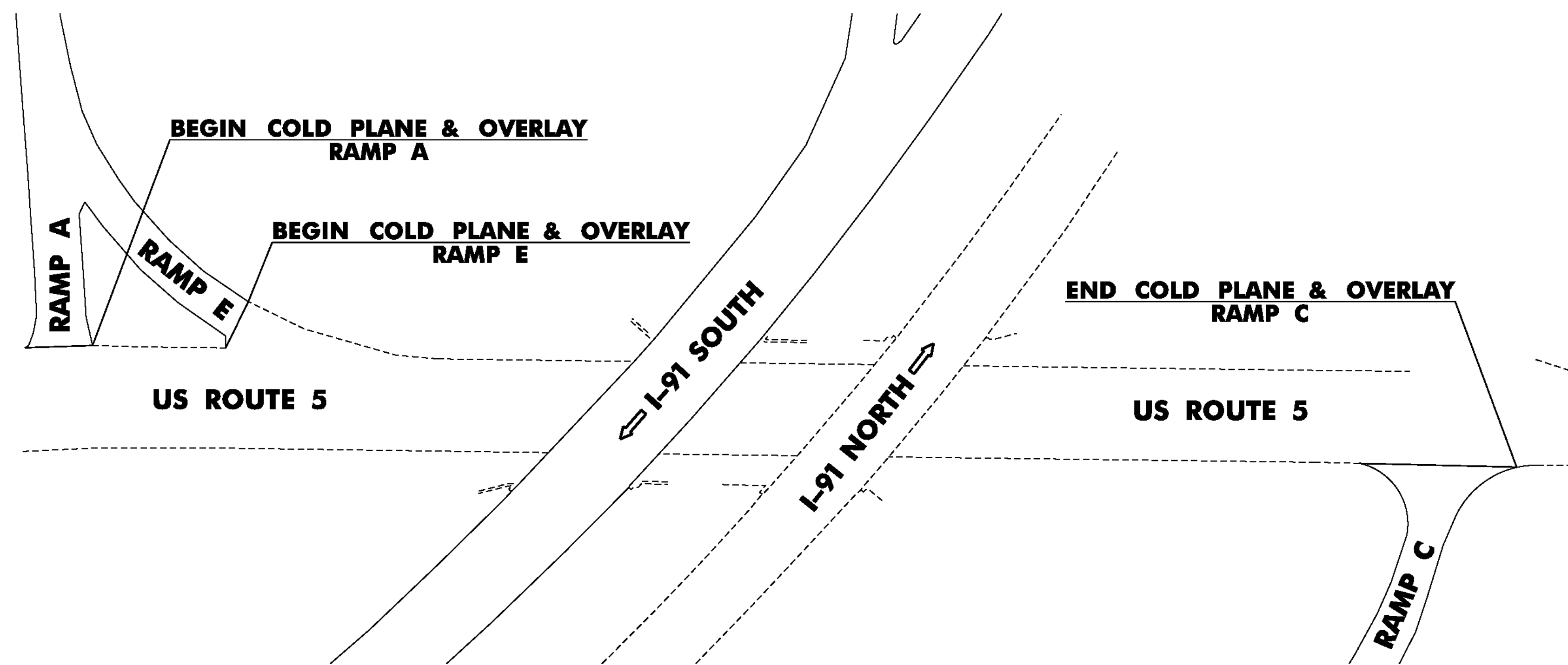


EXIT 22 LAYOUT

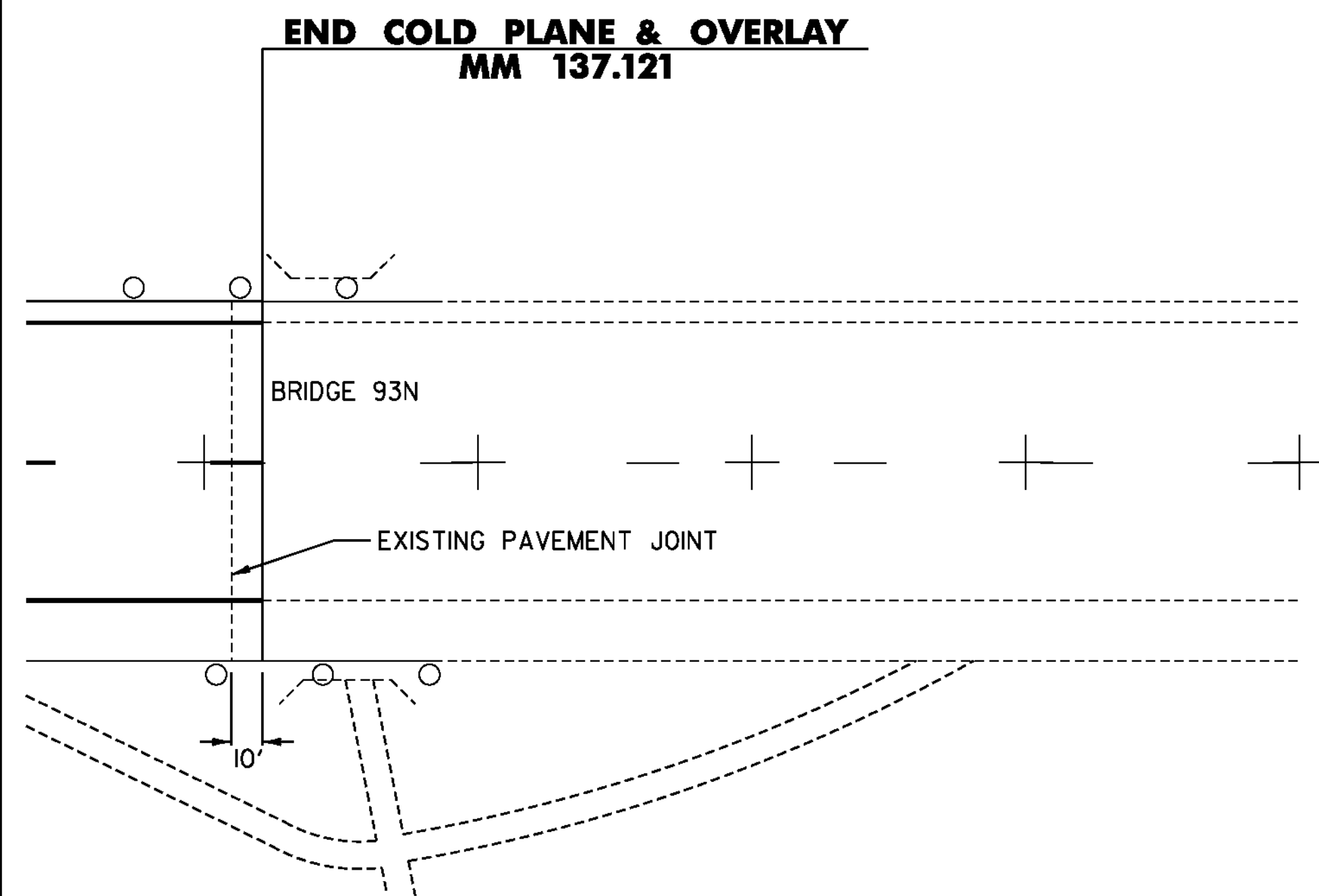
TIE SHEET 3

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zlla346+1.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_05	SHEET 5 OF 72

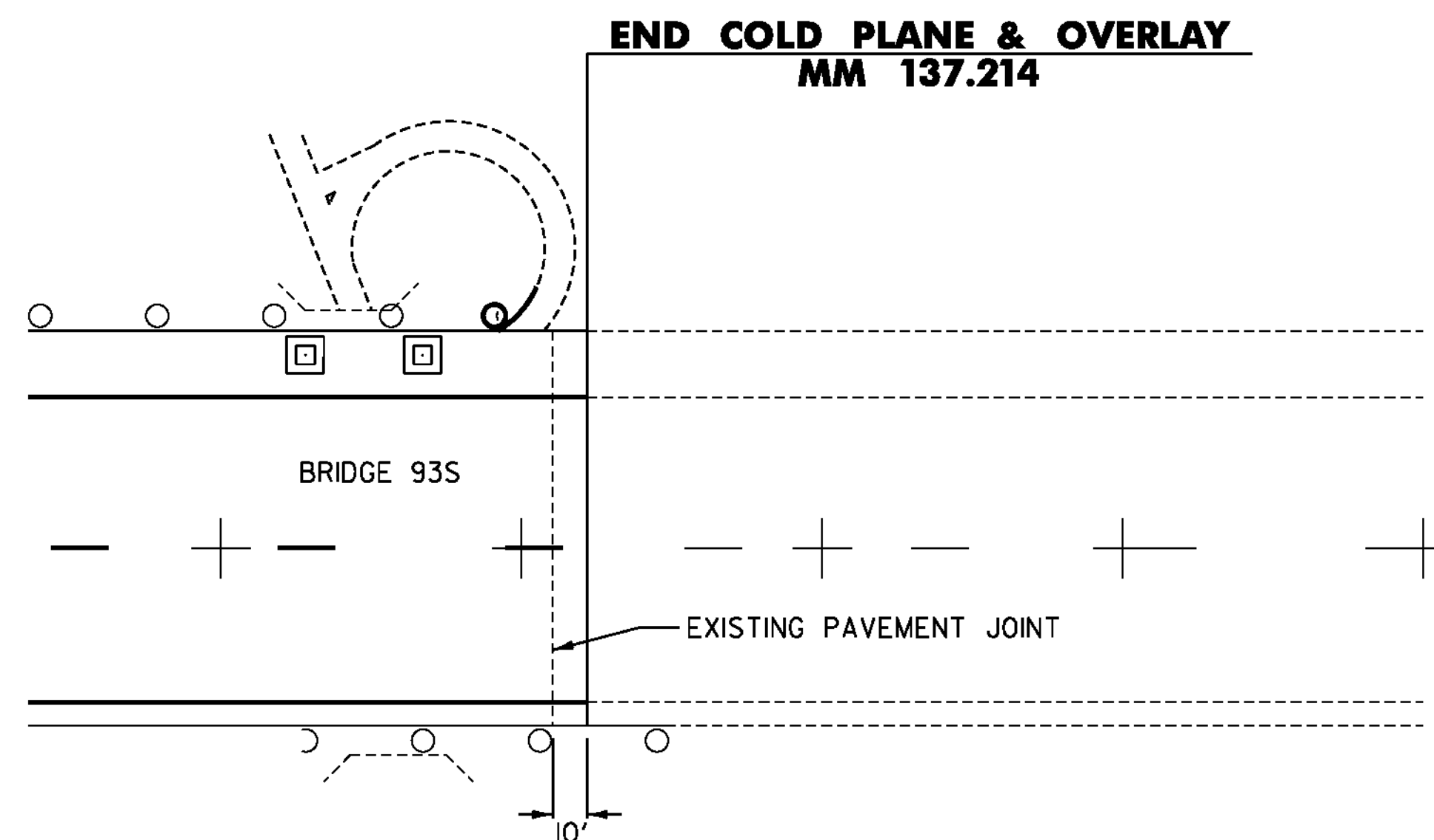
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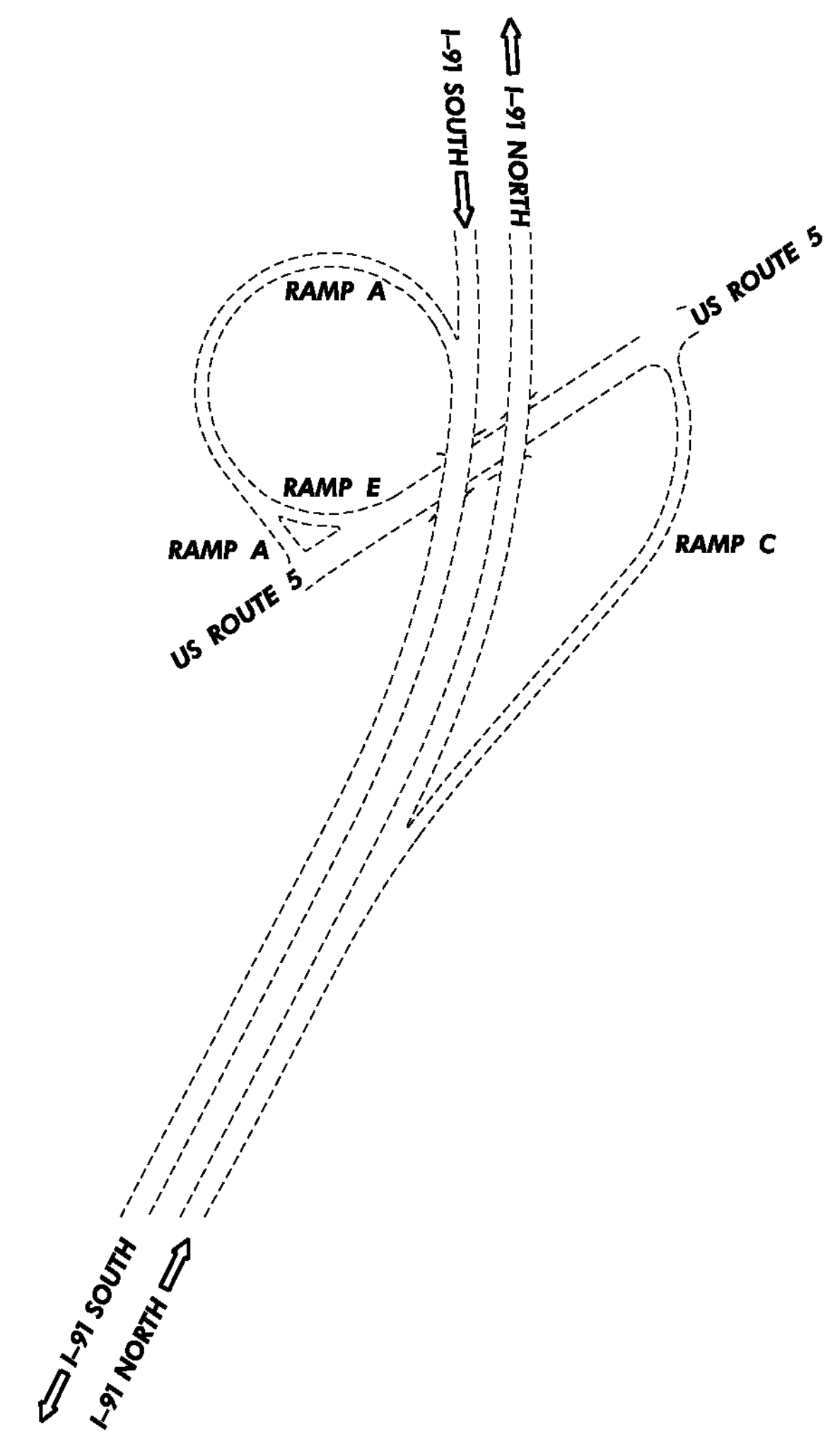
EXIT 23
RAMP A - SB ON RAMP
RAMP C - NB OFF RAMP
RAMP E - SB ON RAMP



INTERSTATE 91 NB
END IM 091-3(50)



INTERSTATE 91 SB
END IM 091-3(50)



EXIT 23 LAYOUT

TIE SHEET 4

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 091-3(50)	
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PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_06	SHEET 6 OF 72

NOT TO SCALE

GENERAL NOTES

1. COLD PLANING TO BE COMPLETED ACCORDING TO THE TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. A FULL- DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT ALL APPROACHES AS DIRECTED BY THE ENGINEER. ALL BUTT JOINTS SHALL BE SAW CUT, INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT. 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 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. IN AREAS OF RUTTING, THE COLD PLANE DEPTH SHOULD BE MEASURED FROM THE HIGH POINTS OF THE ROADWAY SECTION.

2. 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 VAOT 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 FOR THE DAMAGE, THE RECOMMENDED REPAIRS SHALL BE COMPLETED BY THE CONTRACTOR AT NO COST TO THE STATE.

3. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING AND POT HOLE REPAIR SHALL BE PERFORMED FOLLOWING COLD PLANING AND PRIOR TO PAVING. THE PATCHING OF ALL CRACKS GREATER THAN 1.0" AND ALL OTHER PATCHING AND POT HOLE REPAIR SHALL BE COMPLETED USING BITUMINOUS CONCRETE PAVEMENT IN ACCORDANCE WITH ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE D). ALL BRIDGE DECKS WITHIN THE PROJECT LIMITS THAT ARE NOT LISTED IN THE BRIDGE APPROACH STOP/RESUME WORK DETAIL ON SHEET 11 SHALL ALSO RECEIVE SURFACE PREPARATION PRIOR TO PAVING. AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.

4. GRASS GROWING ADJACENT TO THE 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 CONSIDERED INCIDENTAL TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.

5. THE CONTRACTOR SHALL REBUILD THE EXISTING SHOULDERS AS SHOWN ON THE TYPICAL SECTIONS. IF THE CONTRACTOR ELECTS TO COLD PLANE THE 10' SHOULDER PRIOR TO COLD PLANING THE ADJACENT TRAVEL LANE, THE BASE COURSE SHALL BE PAVED THE SAME WORKDAY. IF THE CONTRACTOR CHOOSES TO COLD PLANE 4" ON THE 10' SHOULDER IN TWO PASSES, PAYMENT FOR COLD PLANING WILL ONLY BE MADE FOR THE FIRST PASS. FINAL GRADING OF THE EXPOSED SHOULDER SUBBASE MATERIAL SHALL BE COMPLETED AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY OF ITEM 608.15, POWER GRADER RENTAL HAS BEEN INCLUDED TO COMPLETE THIS WORK. REMOVAL OF EXCESS SHOULDER MATERIAL TO PROVIDE FINISHED SHOULDER GRADE SHALL BE PAID FOR UNDER ITEM 203.15, COMMON EXCAVATION.

6. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 1/4" +/- (TOTAL THICKNESS EXCLUDING LEVELING COURSE).

7. EMULSIFIED ASPHALT TYPE RS-1H OR CRS-1H SHALL BE APPLIED AS A TACK COAT ON ALL EXISTING OR COLD PLANED PAVEMENT SURFACES AT THE RATE OF 0.080 GAL/SY AND BETWEEN ALL COURSES OF BITUMINOUS CONCRETE PAVEMENT AT THE RATE OF 0.025 TO 0.040 GAL/SY OR AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE UNDER ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H).

8. THE INTERMEDIATE COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE BASE COURSE FOR SHOULDER REPAIRS SHALL BE TYPE IIIS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. ALL LIQUID ASPHALT USED IN BITUMINOUS CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH SUBSECTION 490.03b.

9. THE CONTRACTOR SHALL PAVE ALL U-TURNS LOCATED WITHIN THE PROJECT AREA AS DETAILED ON SHEET 10 OR AS DIRECTED BY THE ENGINEER.

10. ALL EDGES OF PAVEMENT (EXCEPT IN CURBED SECTIONS) SHALL CONFORM TO THE SAFETY EDGE DETAIL ON SHEET 10. ALL EDGES OF PAVEMENT AND ALL CURB AT GUARDRAIL LOCATIONS SHALL BE BACKED UP FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.13, AGGREGATE SHOULDERS, RAP.

11. ALL BITUMINOUS CONCRETE PAVEMENT WORK WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS AROUND DROP INLETS) SHALL BE PAID FOR AT THE CONTRACT PRICE FOR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.

12. COMPACTION, GRADING, AND CLEAN UP OF ITEM 301.26, SUBBASE OF CRUSHED GRAVEL, FINE GRADED, ITEM 402.13, AGGREGATE SHOULDERS, RAP AND ITEM 651.35, TOPSOIL, IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF EACH ITEM.

13. ALL DI'S AND CB'S TO BE REHABILITATED AS SHOWN ON THE PLANS AND PAID FOR UNDER ITEM 604.412 REHAB. DI, CB OR MH CLASS 1 SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN. TYPE B GRATES SHALL BE USED FOR ALL REHABILITATED DI'S AND CB'S IN PAVEMENT ADJACENT TO BITUMINOUS CURBING.

14. AREAS ADJACENT TO THE SHOULDER WHERE EXISTING GUARDRAIL IS BEING RETAINED THAT HAVE BUILT-UP EXCESS MATERIAL ARE TO BE GRADED IN ORDER TO ALLOW THE SHOULDER TO DRAIN AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER ITEM 203.40 SHOULDER BERM REMOVAL.

15. AREAS ADJACENT TO THE SHOULDER WHERE NO GUARDRAIL EXISTS THAT HAVE BUILT UP EXCESS MATERIAL ARE TO BE GRADED IN ORDER TO ALLOW THE SHOULDER TO DRAIN AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID UNDER THE APPROPRIATE RENTAL ITEMS.

16. AN ESTIMATED QUANTITY OF ITEM 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 FLARES. 25 CUBIC YARDS OF ITEM 203.30, EARTH BORROW HAS BEEN INCLUDED AT EACH GUARDRAIL FLARE TO PROVIDE FOR FLARE CONSTRUCTION. THE GUARDRAIL FLARES SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF TOPSOIL UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ITEM 653.20, TEMPORARY EROSION MATTING SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL FLARE. THE QUANTITIES REFLECT 25 SY OF ITEM 653.20, TEMPORARY EROSION MATTING FOR EACH NEW GUARDRAIL FLARE.

17. 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.

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

19. STEEL BEAM GUARDRAIL AND CABLE GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT. 3'-7" OF BACKING IS REQUIRED BEHIND THE FACE OF STEEL BEAM GUARDRAIL WITH 6' POSTS. IF THIS CANNOT BE OBTAINED, THEN 8' POSTS SHALL BE USED.

20. ESTIMATED QUANTITIES OF ITEM 613.10 STONE FILL, TYPE I; ITEM 649.31 GEOTEXTILE UNDER STONE FILL; AND ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I HAVE BEEN INCLUDED TO PROVIDE FOR THE REMOVAL OF PAVED GUTTERS AND REPAIR OF WASHOUTS LOCATED ALONG THE ROADWAY SIDE SLOPES AS DIRECTED BY THE ENGINEER.

21. THERE ARE R.W.I.S. SENSORS IN THE PAVEMENT AT MM 128.700 NORTHBOUND AND SOUTHBOUND THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONTACT MARK GERRISH, FIBER OPTIC PROJECT MANAGER, VTRANS OPERATIONS DIVISION AT (802)461-5570 A MINIMUM OF FORTY-EIGHT (48) HOURS PRIOR TO BEGINNING ANY WORK IN THIS AREA SO THAT A REPRESENTATIVE OF THE OPERATIONS DIVISION CAN REMOVE THESE SENSORS. INSTALLATION OF THE NEW SENSORS WILL BE PERFORMED BY OTHERS FOLLOWING THE COMPLETION OF THE PROJECT.

22. THE CONTRACTOR SHALL MAINTAIN COLD PLANE AND PAVING DEPTHS THAT DO NOT REDUCE THE CLEARANCE HEIGHTS OF THE ROADWAY AND SHOULDERS UNDER ALL OVERPASS BRIDGES. THESE HEIGHTS SHALL BE RECORDED BY THE ENGINEER PRIOR TO THE START OF CONSTRUCTION AND SHALL BE RE-MEASURED AFTER PAVING OPERATIONS ARE COMPLETE. IF IT IS DETERMINED THAT A REDUCTION IN CLEAR HEIGHT HAS OCCURRED THE CONTRACTOR SHALL REESTABLISH THE ORIGINAL CLEAR HEIGHT AT NO ADDITIONAL EXPENSE TO THE STATE.

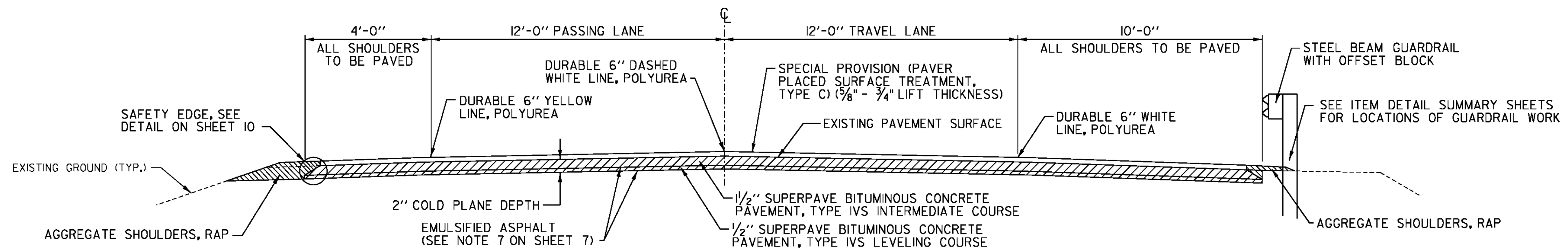
23. ASPHALTIC PLUG-TYPE JOINT SHALL BE INSTALLED AT THE FOLLOWING LOCATIONS, (SEE BRIDGE JOINT ASPHALTIC PLUG (STRUCTURES DETAIL SD-516.10)).

ST. JOHNSBURY: BRIDGE 90S 132.577 39 FT PLUG JOINT
ST. JOHNSBURY: BRIDGE 90S 132.592 39 FT PLUG JOINT

24. THE NORTHBOUND AND SOUTHBOUND ALIGNMENT STATIONING SHALL BE ESTABLISHED BY USING THE MILE MARK 130 PLAQUE AT (MM 130.00), EQUAL TO STATION 6864+00. SEE NORTHBOUND AND SOUTHBOUND ALIGNMENT SHEETS FOR ADDITIONAL INFORMATION.

GENERAL NOTES SHEET

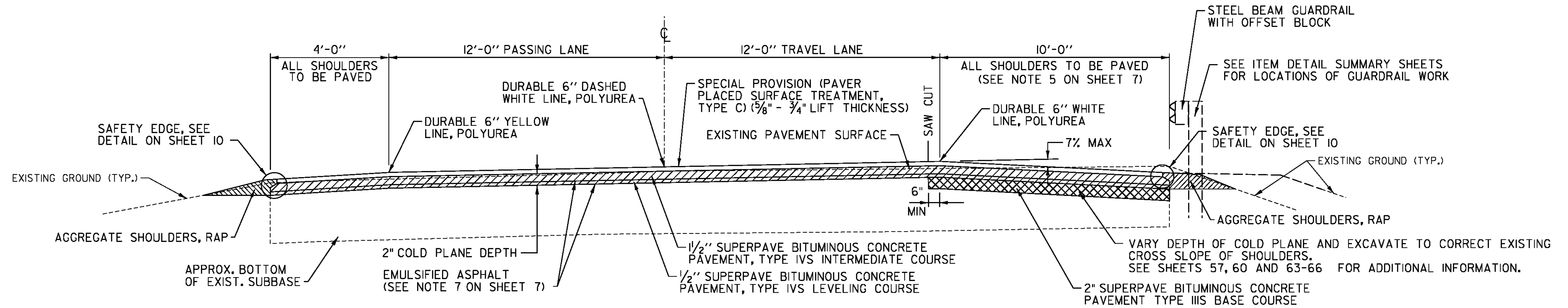
PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 091-3(50)	
FILE NAME: 11a346/cos/z11a346+yp.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: SNG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p11a346_07	SHEET 7 OF 72



NORTHBOUND MAINLINE TYPICAL SECTION

MM 128.699 - MM 129.257
MM 129.441 - MM 131.259
MM 132.287 - MM 133.078

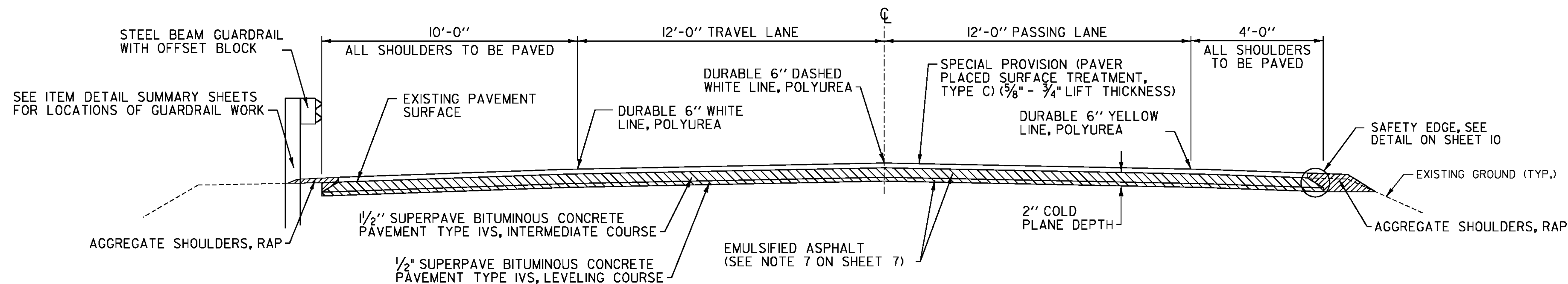
MM 133.617 - MM 134.214
MM 135.095 - MM 136.402
MM 136.525 - MM 137.027
MM 137.117 - MM 137.121



NORTHBOUND MAINLINE BANKED TYPICAL SECTION

MM 129.257 - MM 129.441
MM 131.259 - MM 132.287
MM 133.078 - MM 133.617

MM 134.214 - MM 135.095
MM 136.402 - MM 136.525
MM 137.027 - MM 137.117



SOUTHBOUND MAINLINE TYPICAL SECTION

MM 128.698 - MM 129.583
MM 129.735 - MM 130.843
MM 131.231 - MM 133.684

MM 134.015 - MM 135.294
MM 136.203 - MM 137.214

PROJECT TYPICAL SHEET 1

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zila346+yp.dgn

PROJECT LEADER: PTS

DESIGNED BY: NLL

IPARM FILE NAME: pila346_08

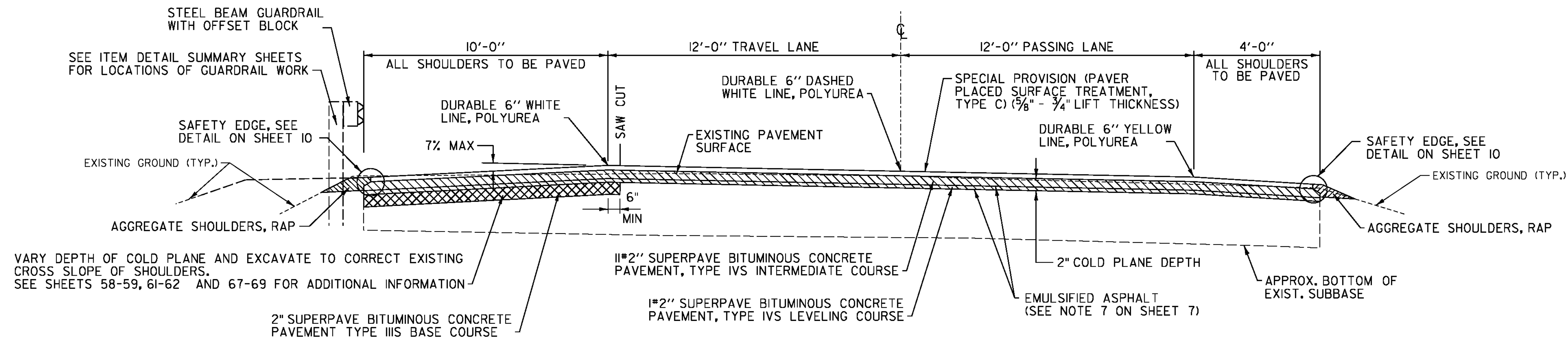
PLOT DATE: 10/17/2013

DRAWN BY: SNG

CHECKED BY: PTS

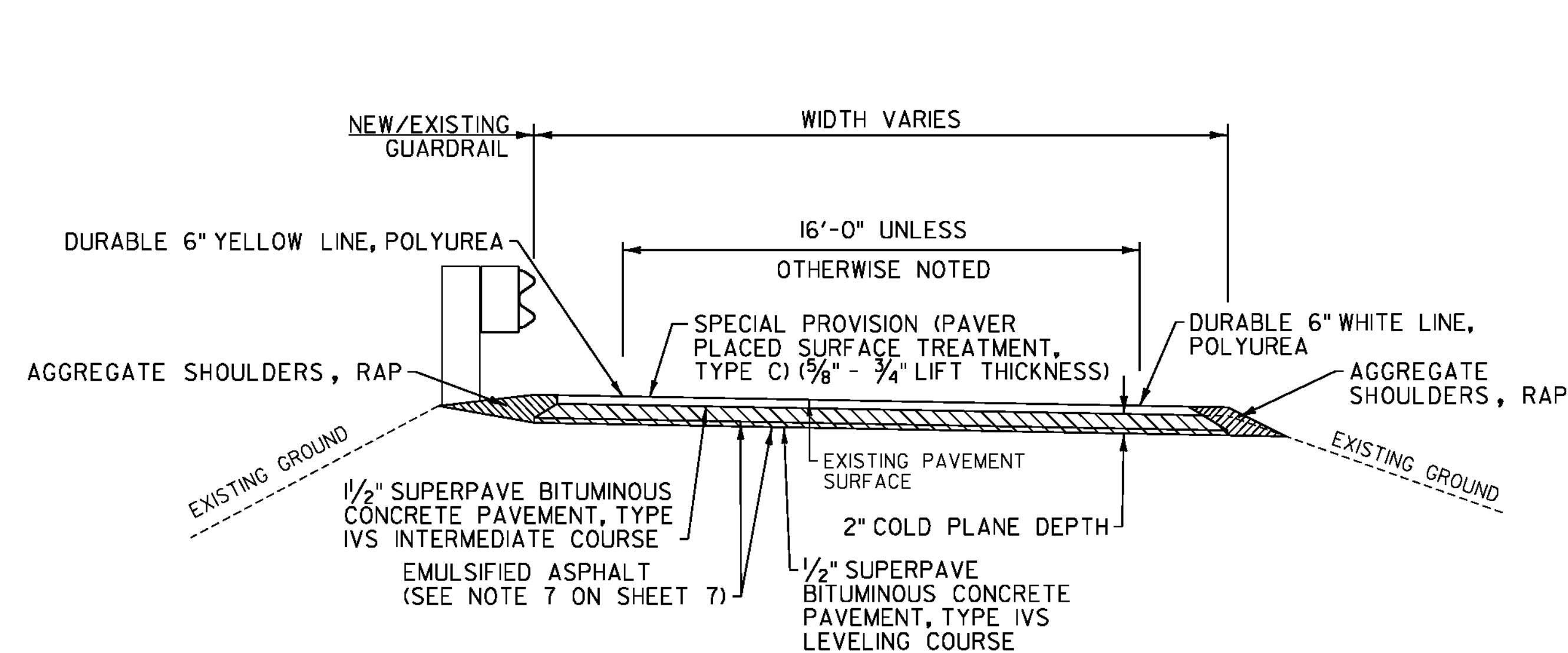
SHEET 8 OF 72

NOT TO SCALE

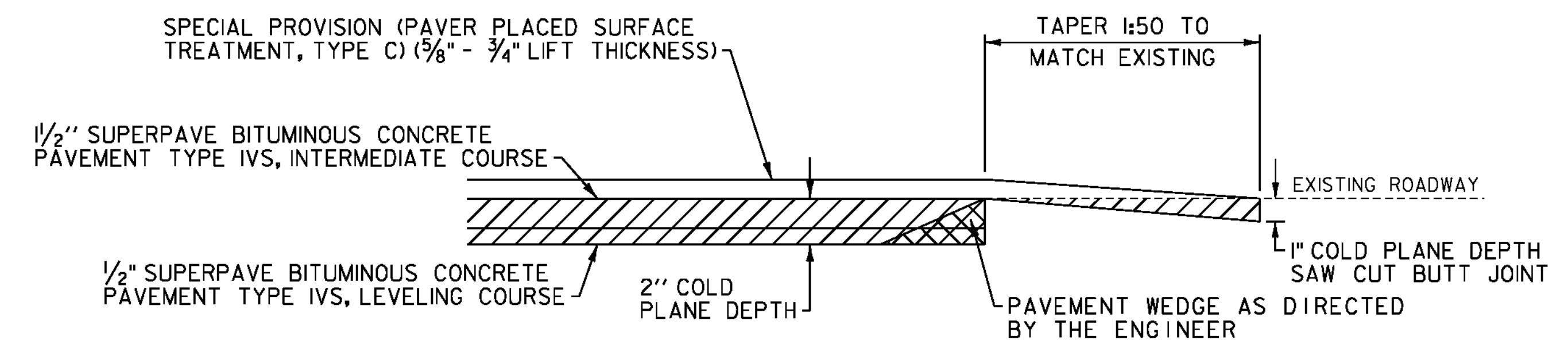


SOUTHBOUND MAINLINE BANKED TYPICAL SECTION

MM 129.583 - MM 129.735 MM 133.684 - MM 134.015
MM 130.843 - MM 131.231 MM 135.294 - MM 136.203



RAMP PAVEMENT TYPICAL SECTION



TYPICAL APPROACH AREA DETAIL

ST. JOHNSBURY: N.B. MM 128.699 - BEGIN IM 091-3(50) LYNDON: N.B. MM 137.121 - END IM 091-3(50)
S.B. MM 128.698 - BEGIN IM 091-3(50) S.B. MM 137.214 - END IM 091-3(50)

EXIT 20		EXIT 21		EXIT 22		EXIT 23	
RAMP A AT US ROUTE 5		RAMP A AT US ROUTE 2		RAMP A AT ST JOHNSBURY STATE HIGHWAY		RAMP A AT US ROUTE 5	
RAMP B AT US ROUTE 5		RAMP B AT US ROUTE 2		RAMP B AT ST JOHNSBURY STATE HIGHWAY		RAMP B AT US ROUTE 5	
RAMP C AT US ROUTE 5		RAMP C AT US ROUTE 2		RAMP C AT ST JOHNSBURY STATE HIGHWAY		RAMP C AT US ROUTE 5	
RAMP D AT US ROUTE 5		RAMP D AT US ROUTE 2		RAMP D AT ST JOHNSBURY STATE HIGHWAY		RAMP D AT US ROUTE 5	
RAMP E AT US ROUTE 5		RAMP E AT US ROUTE 2				RAMP E AT US ROUTE 5	
RAMP F AT US ROUTE 5		RAMP F AT US ROUTE 2					
RAMP G AT US ROUTE 5		RAMP G AT US ROUTE 2					
		RAMP H AT US ROUTE 2					

PROJECT TYPICAL SHEET 2

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zila346+yp.dgn

PROJECT LEADER: PTS

DESIGNED BY:

IPARM FILE NAME: pila346_09

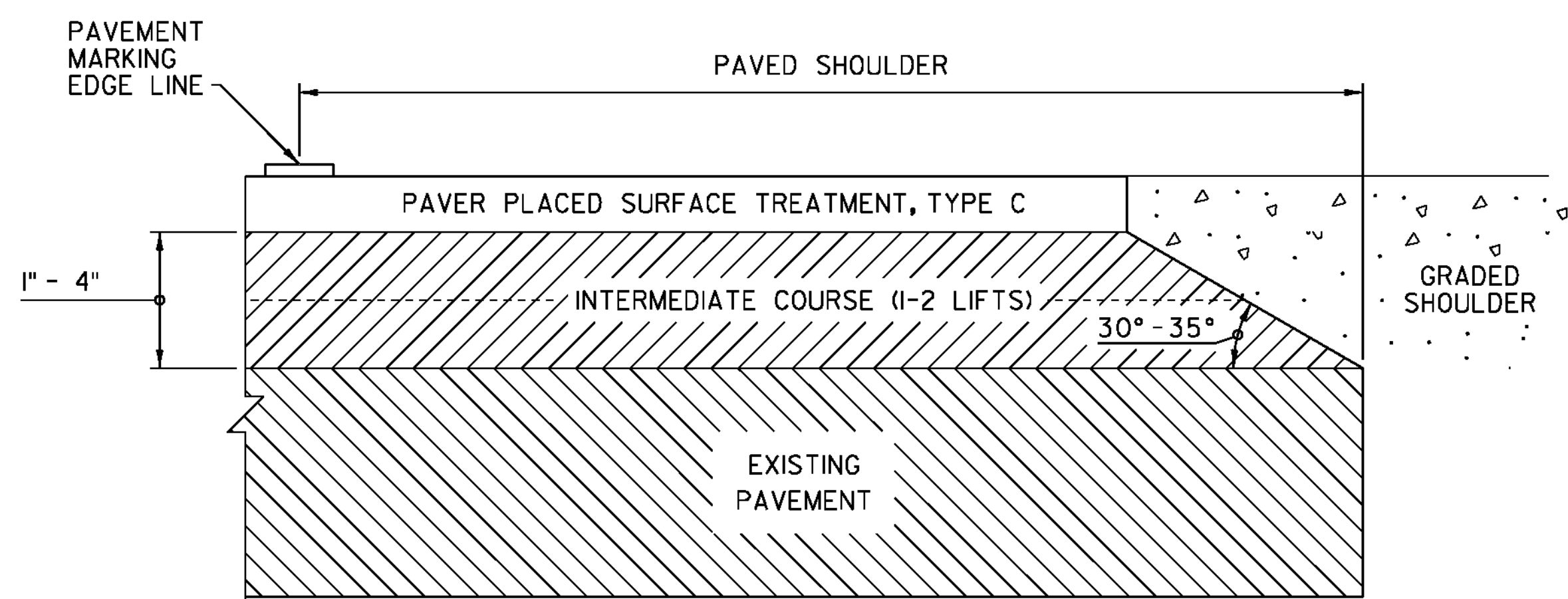
PLOT DATE: 10/17/2013

DRAWN BY: SNG

CHECKED BY: PTS

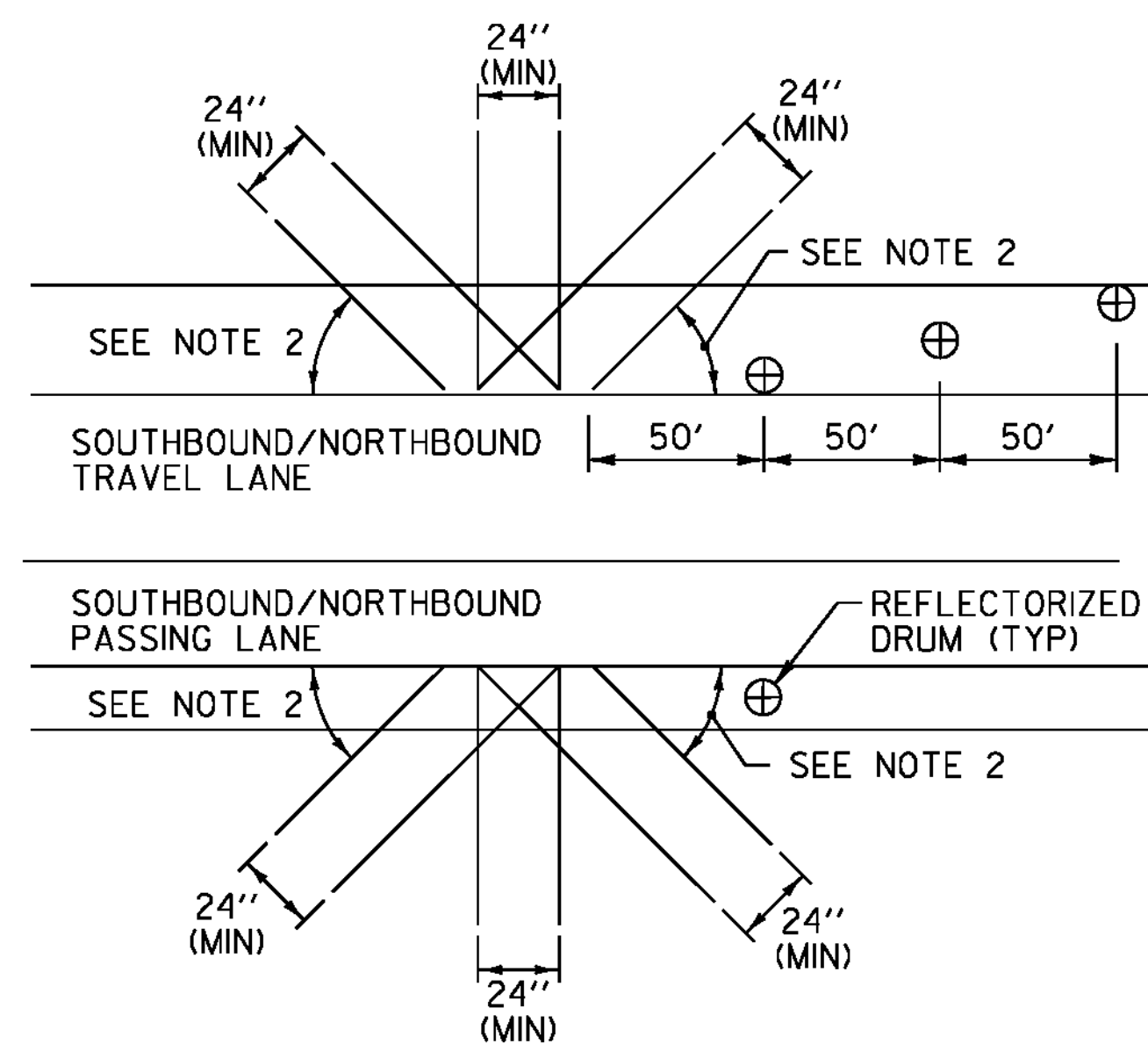
SHEET 9 OF 72

NOT TO SCALE



SAFETY EDGE DETAIL

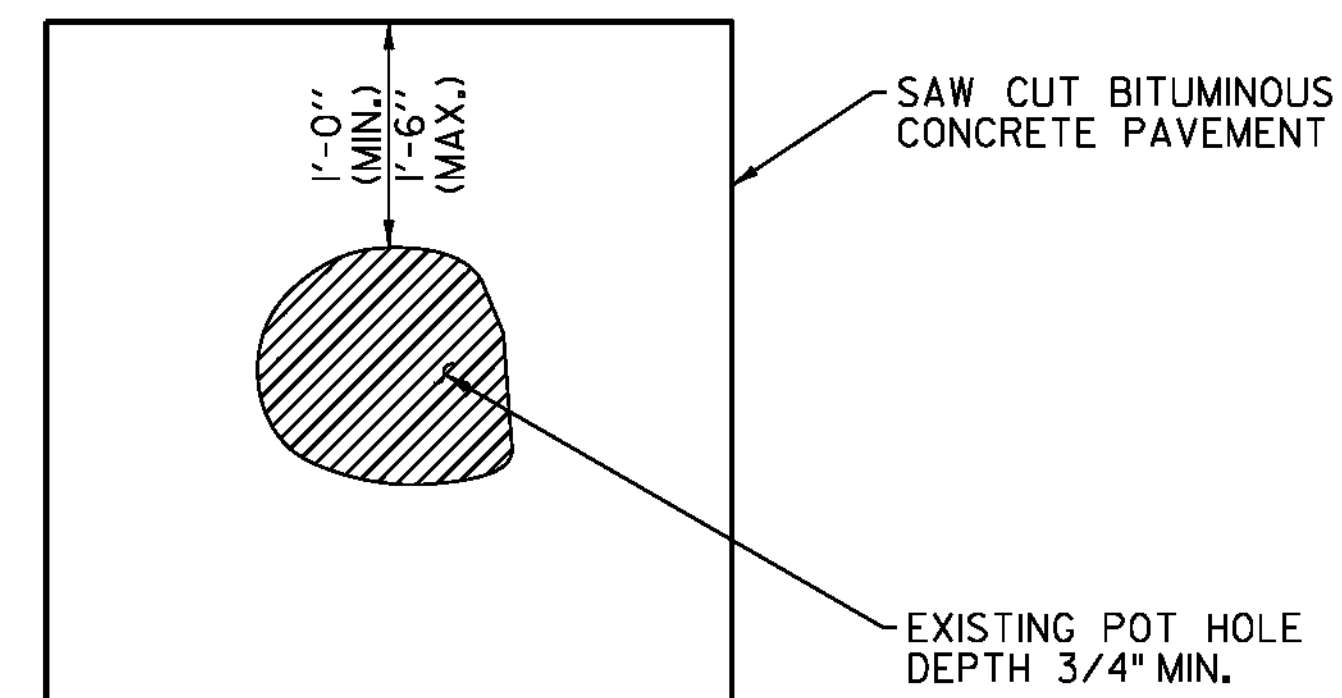
- NOTES:
1. LEVELING COURSE MAY INCLUDE THE "SAFETY EDGE" AT THE CONTRACTOR'S CHOICE.
 2. THE EDGE OF PAVEMENT SHALL BE FORMED IN SUCH A WAY THAT THE BITUMINOUS CONCRETE PAVEMENT IS EXTRUDED OR COMPRESSED TO FORM THE 30 TO 35 DEGREE ANGLE. DEVICES THAT SIMPLY STRIKE-OFF THE MIX WITHOUT PROVIDING ANY COMPACTIVE EFFORT WILL NOT BE ALLOWED.



BLEEDER DETAIL

NOTES

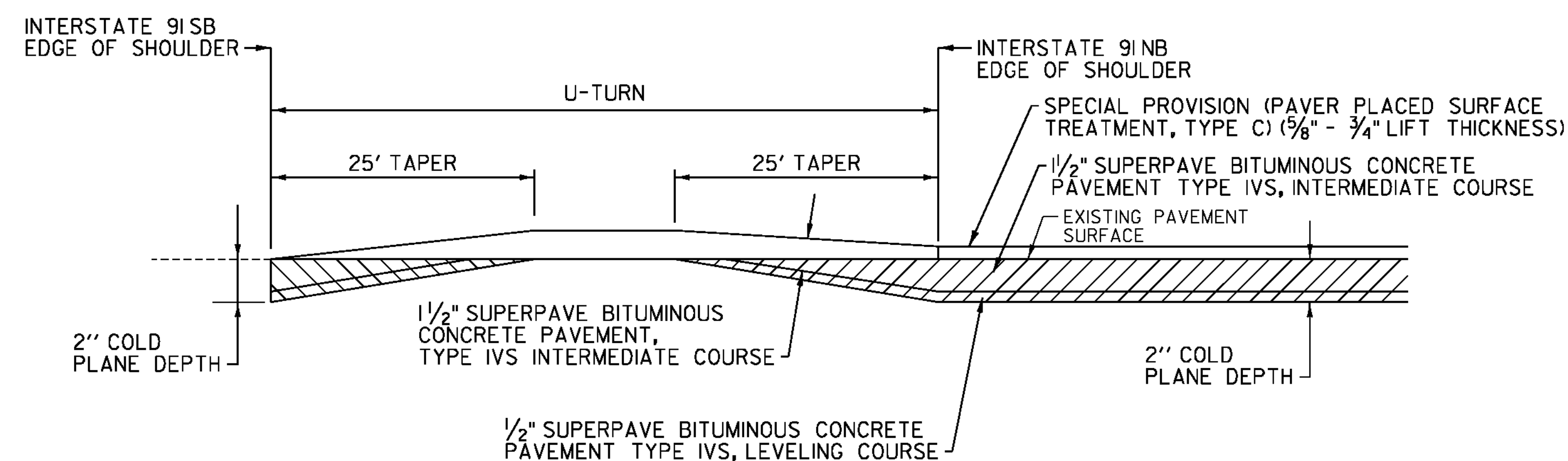
1. BLEEDERS ARE TO BE CUT WHILE COLD PLANING AT LOCATIONS SPECIFIED BY THE ENGINEER.
2. ANGLE BLEEDERS TO BEST ACCEPT WATER FLOW.
3. CUT ALL BLEEDERS TO THE DEPTH OF COLD PLANING AND GRADE TO DRAIN. PAYMENT INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT.
4. BLEEDERS ARE TO BE FILLED DURING PAVING WITH ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT OR AS DIRECTED BY THE ENGINEER.
5. REFLECTORIZED DRUMS MUST BE PLACED AS SHOWN TO WARN MOTORISTS OF THE GAP IN THE SHOULDER. PAYMENT SHALL BE INCIDENTAL TO ITEM 641.10 TRAFFIC CONTROL AS DIRECTED BY THE ENGINEER.
6. BLEEDERS SHALL NOT BE REQUIRED IF THE COLD PLANED AREAS ARE PAVED BACK THE SAME DAY AS DIRECTED BY THE ENGINEER.



TYPICAL POT HOLE REPAIR

NOT TO SCALE

EMULSIFIED ASPHALT SHALL BE APPLIED AT ALL PATCH INTERFACES AT A RATE OF 0.25 - 0.5 GAL/SY. EMULSIFIED ASPHALT SHALL MEET THE REQUIREMENTS OF SECTION 404 AND WILL BE CONSIDERED INCIDENTAL TO THE PATCHING MATERIAL.



U-TURN PAVING TRANSITION DETAIL

NOTE: MILE MARKER BASED ON NORTHBOUND ALIGNMENT
U-TURN LENGTHS GREATER THAN 50 FT

MM 130.250 (58' X 32')
MM 130.953 (68' X 30')
MM 131.701 (55' X 30')
MM 133.166 (260' X 31')
MM 134.117 (158' X 30')
MM 136.159 (158' X 30')

PROJECT TYPICAL SHEET 3

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zlla346+yp.dgn

PLOT DATE: 10/17/2013

PROJECT LEADER: PTS

DRAWN BY: SNG

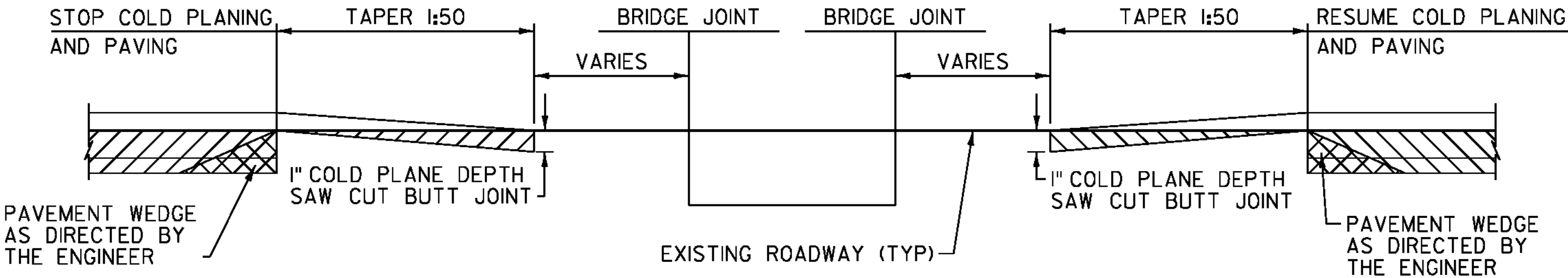
DESIGNED BY: NLL

CHECKED BY: PTS

IPARM FILE NAME: pila346_10

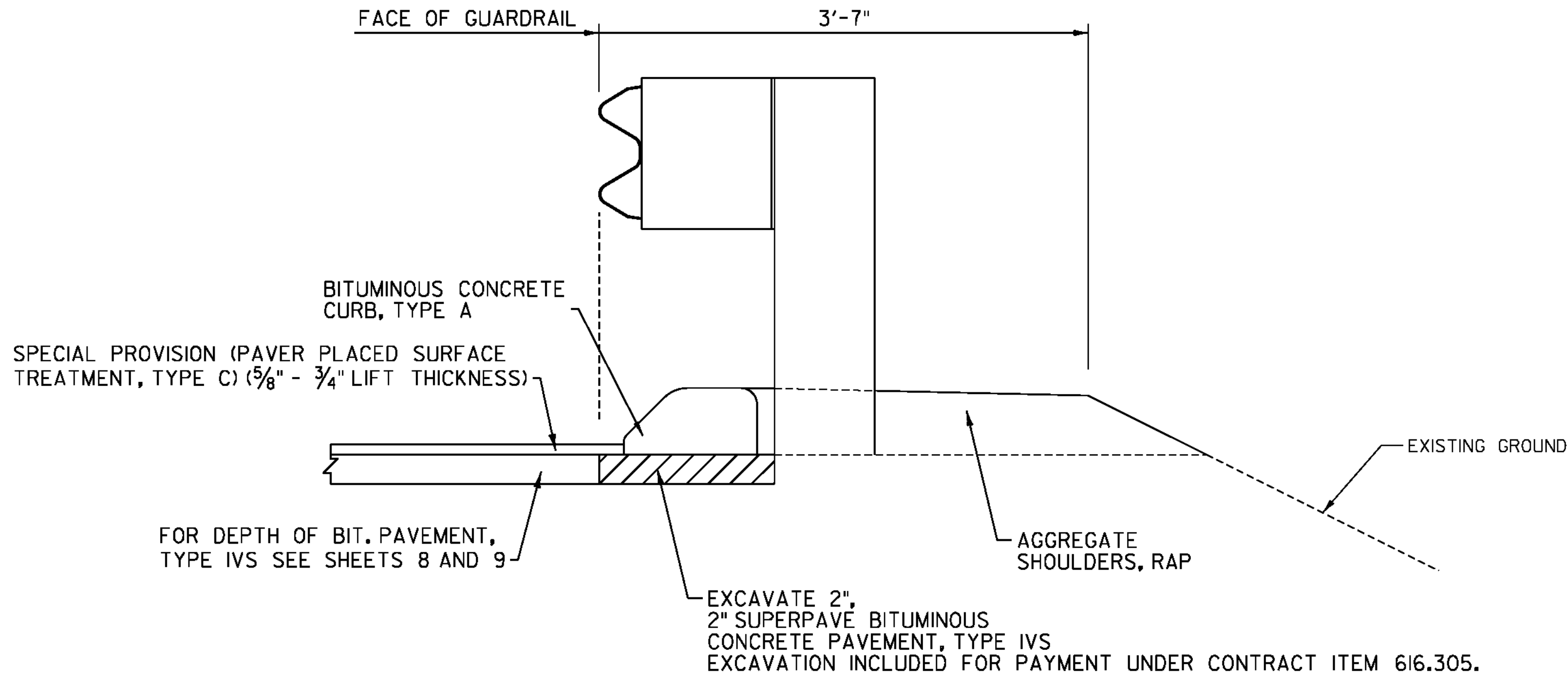
SHEET 10 OF 72

NOT TO SCALE

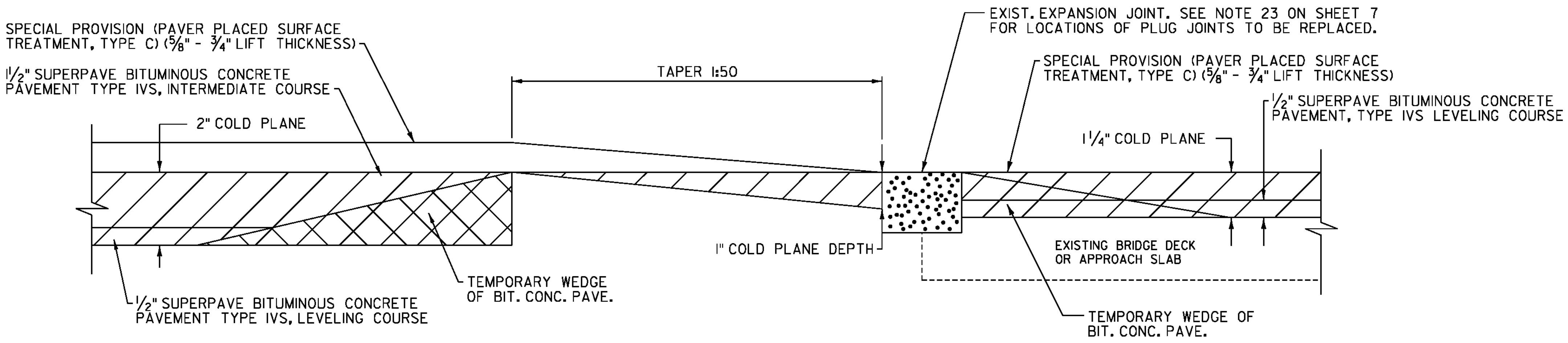


BRIDGE NO.	STOP COLD PLANING AND PAVING	BRIDGE JOINT	BRIDGE JOINT	RESUME COLD PLANING AND PAVING
BR 83 NB	MM 128.890	MM 128.909	MM 128.950	MM 128.976
BR 83 SB	MM 128.867	MM 128.886	MM 128.927	MM 128.945
BR 84 NB	MM 129.747	MM 129.773	MM 129.790	MM 129.816
BR 84 SB	MM 129.748	MM 129.766	MM 129.782	MM 129.800
BR 91 NB	MM 133.984	MM 134.010	MM 134.049	MM 134.075
BR 91 SB	MM 134.016	MM 134.034	MM 134.074	MM 134.093
BR 92 NB	MM 136.518	MM 136.544	MM 136.586	MM 136.612
BR 92 SB	MM 136.564	MM 136.591	MM 136.645	MM 136.671
BR 93 SB	MM 137.120	MM 137.146	MM 137.166	MM 137.193

**BRIDGE APPROACH
STOP /RESUME WORK DETAIL**



**BITUMINOUS CONCRETE
CURB, TYPE A DETAIL**



BRIDGE APPROACH & COLD PLANE DETAIL

LOCATION
 ST. JOHNSBURY: BRIDGE 90S MM 132.577
 ST. JOHNSBURY: BRIDGE 90S MM 132.592

NOT TO SCALE

PROJECT TYPICAL SHEET 4

PROJECT NAME:	ST. JOHNSBURY-LYNDON
PROJECT NUMBER:	IM 091-3(50)
FILE NAME:	11a346/cos/z11a346+yp.dgn
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	p11a346_11
PLOT DATE:	10/17/2013
DRAWN BY:	SNG
CHECKED BY:	PTS
SHEET	11 OF 72

STATE OF VERMONT AGENCY OF TRANSPORTATION														QUANTITY SHEET 1										
SUMMARY OF ESTIMATED QUANTITIES														TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES				
										ROADWAY	BRIDGE 90S (MM 132.584)	FULL C.E. ITEMS		GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS		
										8				8		CY	COMMON EXCAVATION	203.15	1			COLD PLANING, BITUMINOUS PAVEMENT		
										2600				2600		CY	EARTH BORROW	203.30	26	176698	SY	I-91 NB		
										28600				28600		LF	SHOULDER BERM REMOVAL	203.40	245	173538	SY	I-91 SB		
										1				1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-	32747	SY	I-91 NB INTERCHANGES		
										422000				422000		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	89	36362	SY	I-91 SB INTERCHANGES		
										127700				127700		LF	MILLED RUMBLE STRIPS	213.10	1244	2566	SY	U-TURNS		
										210				210		CY	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.26	15			421911	SY	SUBTOTAL
										10060				10060		TON	AGGREGATE SHOULDERS, RAP	402.13	82	89	SY	ROUNDING		
										1				1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-	422000	SY	TOTAL		
										55500				55500		TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	162					
										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	SURFACE TOLERANCE PAY ADJUSTMENT (N.A.B.I.)	490.33	-					
										1				1		LU	LONGITUDINAL JOINT COMPACTION PAY ADJUSTMENT (N.A.B.I.)	490.34	-					
											80			80		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	2					
											50			50		CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	EST.					
										14				14		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I	604.412	EST.					
										240				240		HR	POWER GRADER RENTAL	608.15	EST.	55338	TON	SUBTOTAL		
										330				330		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.	162	TON	ROUNDING		
										200				200		HR	POWER BROOM RENTAL, TYPE I	608.30	EST.	55500	TON	TOTAL		
										200				200		HR	POWER BROOM RENTAL, TYPE II	608.31	EST.					
										385				385		HR	TRUCK RENTAL	608.37	EST.					
										120				120		HR	LOADER RENTAL, TYPE I	608.40	EST.					
										7900				7900		CY	STONE FILL, TYPE I	613.10	56					
										1780				1780		LF	BITUMINOUS CONCRETE CURB, TYPE A	616.305	34					
										18300				18300		LF	REMOVAL OF EXISTING CURB	616.41	96					
										530				530		EACH	YIELDING MARKER POSTS	619.17	EST.					
										25350				25350		LF	CABLE GUARDRAIL	621.17	230					
										985				985		EACH	CABLE GUARDRAIL J-BOLT, GALVANIZED	621.173	10					
										7				7		EACH	CABLE GUARDRAIL SPLICE UNIT	621.174	EST.					
										10050				10050		LF	REPLACEMENT OF GUARDRAIL CABLE	621.175	79					
										15875				15875		LF	STEEL BEAM GUARDRAIL, GALVANIZED	621.20	150.5					
										1950				1950		LF	STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS	621.205	25					
										1030				1030		EACH	STEEL BEAM GUARDRAIL DELINEATOR	621.218	16					
										40				40		EACH	MANUFACTURED TERMINAL SECTION, FLARED	621.50	-					
										15				15		EACH	ANCHOR FOR STEEL BEAM RAIL	621.60	-					
										44				44		EACH	ANCHOR FOR CABLE RAIL	621.65	-					
										1				1		EACH	GUARDRAIL APPROACH SECTION, GALVANIZED TYPE I	621.70	-					
										150				150		LF	REMOVE AND RESET GUARDRAIL	621.75	-					
										1660				1660		EACH	REPLACE GUARDRAIL POST ASSEMBLY	621.76	EST.					
																					PROJECT NAME: ST. JOHNSBURY-LYNDON			
																					PROJECT NUMBER: IM 09I-3(50)			
																					FILE NAME: Ila346/cos/zlla346frm.dgn			
																					PLOT DATE: 10/17/2013			
																					PROJECT LEADER: PTS			
																					DRAWN BY: SNG			
																					DESIGNED BY: NLL			
																					CHECKED BY: PTS			
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																					SHEET 12 OF 72			

STATE OF VERMONT AGENCY OF TRANSPORTATION													QUANTITY SHEET 2									
SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
										ROADWAY	BRIDGE 90S (MM 132.584)	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS	
										625			625		EACH	REPLACE GUARDRAIL BEAM UNIT	621.77	EST.				
										45000			45000		LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80	328				
										3800			3800		HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.				
										1900			1900		HR	FLAGGERS	630.15	EST.				
												1	1		LS	FIELD OFFICE, ENGINEERS	631.10	-				
												1	1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-				
												3000	3000		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-				
										1			1		LS	MOBILIZATION/DEMOBILIZATION	635.11	-				
										1			1		LS	TRAFFIC CONTROL	641.10	-				
										11			11		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-				
										138000			138000		LF	DURABLE 6 INCH WHITE LINE, POLYUREA	646.424	247				
										110300			110300		LF	DURABLE 6 INCH YELLOW LINE, POLYUREA	646.434	268				
										4600			4600		LF	DURABLE 12 INCH WHITE LINE, POLYUREA	646.464	36				
																BEGIN OPTION AA						
										230			230		LF	DURABLE 24 INCH STOP BAR, THERMOPLASTIC	646.482	1				
										230			230		LF	DURABLE 24 INCH STOP BAR, POLYUREA	646.484	1				
																END OPTION AA						
																BEGIN OPTION BB						
										133			133		EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-				
										133			133		EACH	DURABLE LETTER OR SYMBOL, POLYUREA	646.494	-				
																END OPTION BB						
																BEGIN OPTION CC						
										60			60		LF	DURABLE CROSSWALK MARKING, THERMOPLASTIC	646.502	3				
										60			60		LF	DURABLE CROSSWALK MARKING, POLYUREA	646.504	3				
																END OPTION CC						
										414000			414000		LF	TEMPORARY 6 INCH WHITE LINE, PAINT	646.622	741				
										330900			330900		LF	TEMPORARY 6 INCH YELLOW LINE, PAINT	646.632	804				
										13800			13800		LF	TEMPORARY 12 INCH WHITE LINE, PAINT	646.662	108				
										690			690		LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	3				
										399			399		EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-				
										180			180		LF	TEMPORARY CROSSWALK MARKING, PAINT	646.702	9				
										8200			8200		EACH	LINE STRIPING TARGETS	646.76	EST.				
										35600			35600		SY	GEOTEXTILE UNDER STONE FILL	649.31	345				
										115			115		LB	SEED	651.15	3				
										690			690		LB	FERTILIZER	651.18	EST.				
										3			3		TON	AGRICULTURAL LIMESTONE	651.20	EST.				
										3			3		TON	HAY MULCH	651.25	EST.				
										280			280		CY	TOPSOIL	651.35	EST.				
										2280			2280		SY	TEMPORARY EROSION MATTING	653.20	17				
										76			76		SF	TRAFFIC SIGNS, TYPE A	675.20	-				
																		PROJECT NAME: ST. JOHNSBURY-LYNDON				
																		PROJECT NUMBER: IM 09I-3(50)				
																		FILE NAME: Ila346/cos/zlla346frm.dgn				
																		PLOT DATE: 10/17/2013				
																		PROJECT LEADER: PTS				
																		DRAWN BY: SNG				
																		DESIGNED BY: NLL				
																		CHECKED BY: PTS				
																		IPARM FILE NAME: plla346_I3				
																		SHEET I3 OF 72				

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

QUANTITY SHEET 3

[illegible]

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zIla346frm.dgn

PROJECT LEADER: PTS

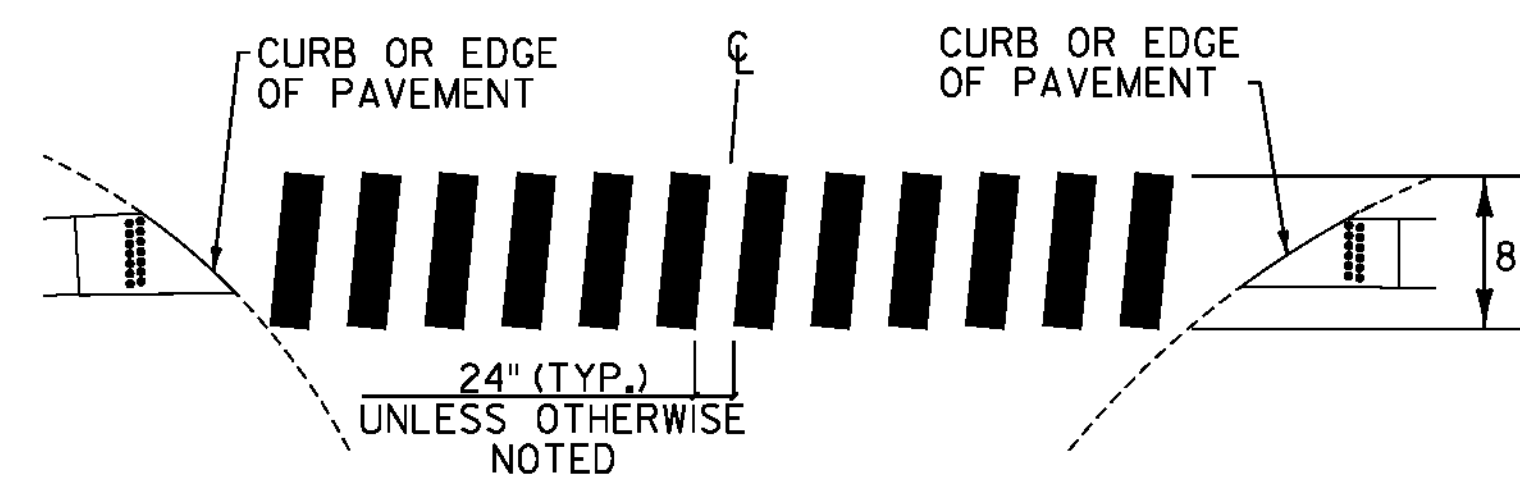
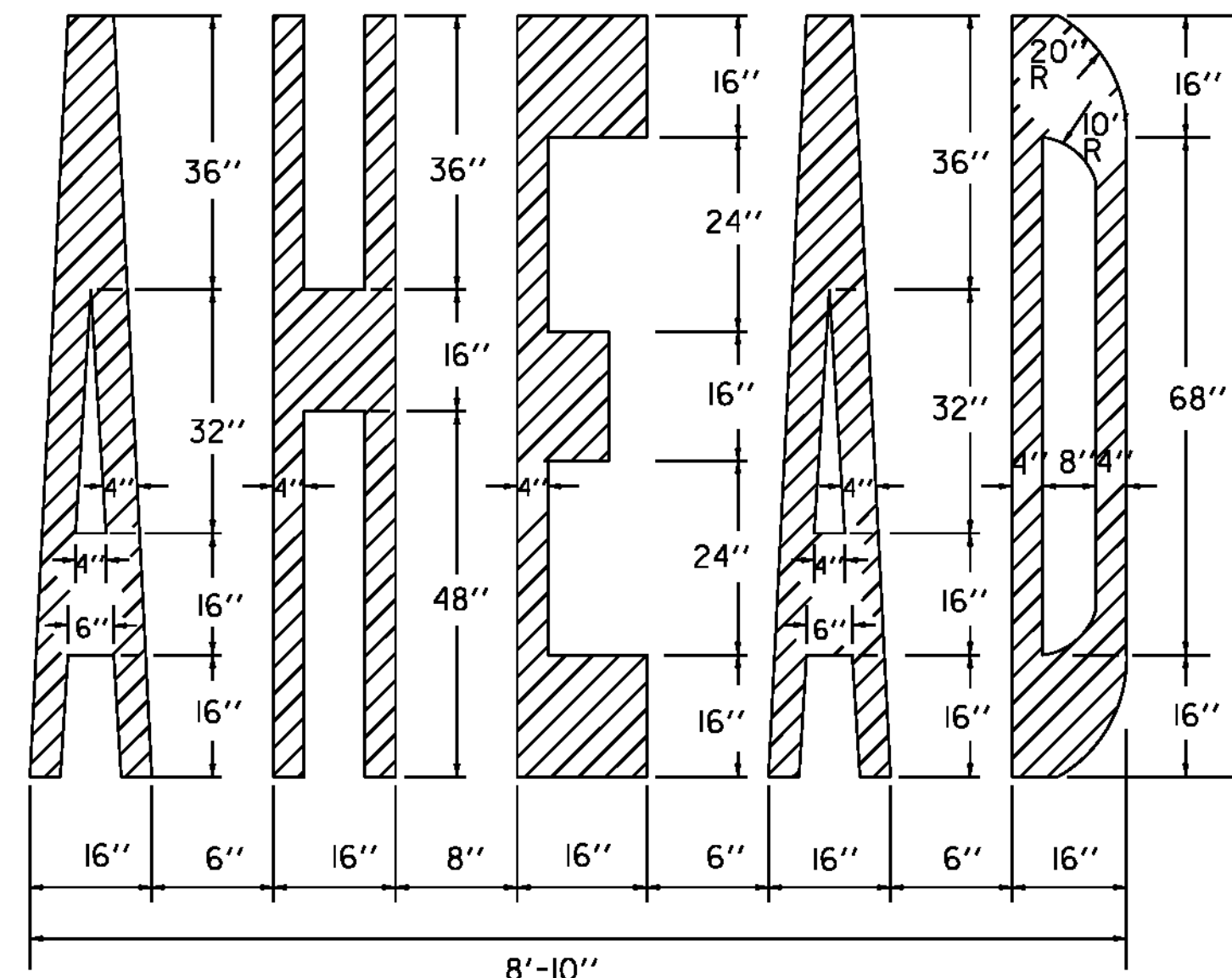
DESIGNED BY: NLL

PLOT DATE: 10/17/2013

DRAWN BY: SNG

CHECKED BY: PTS

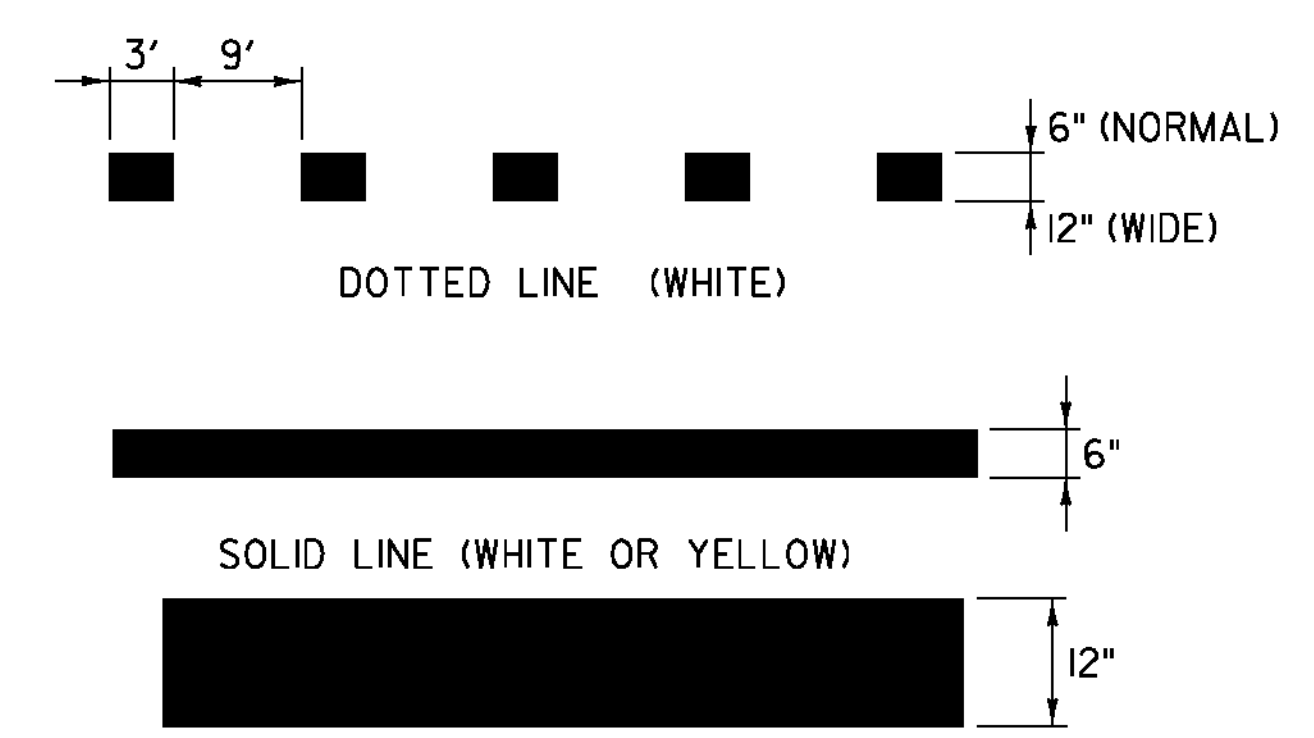
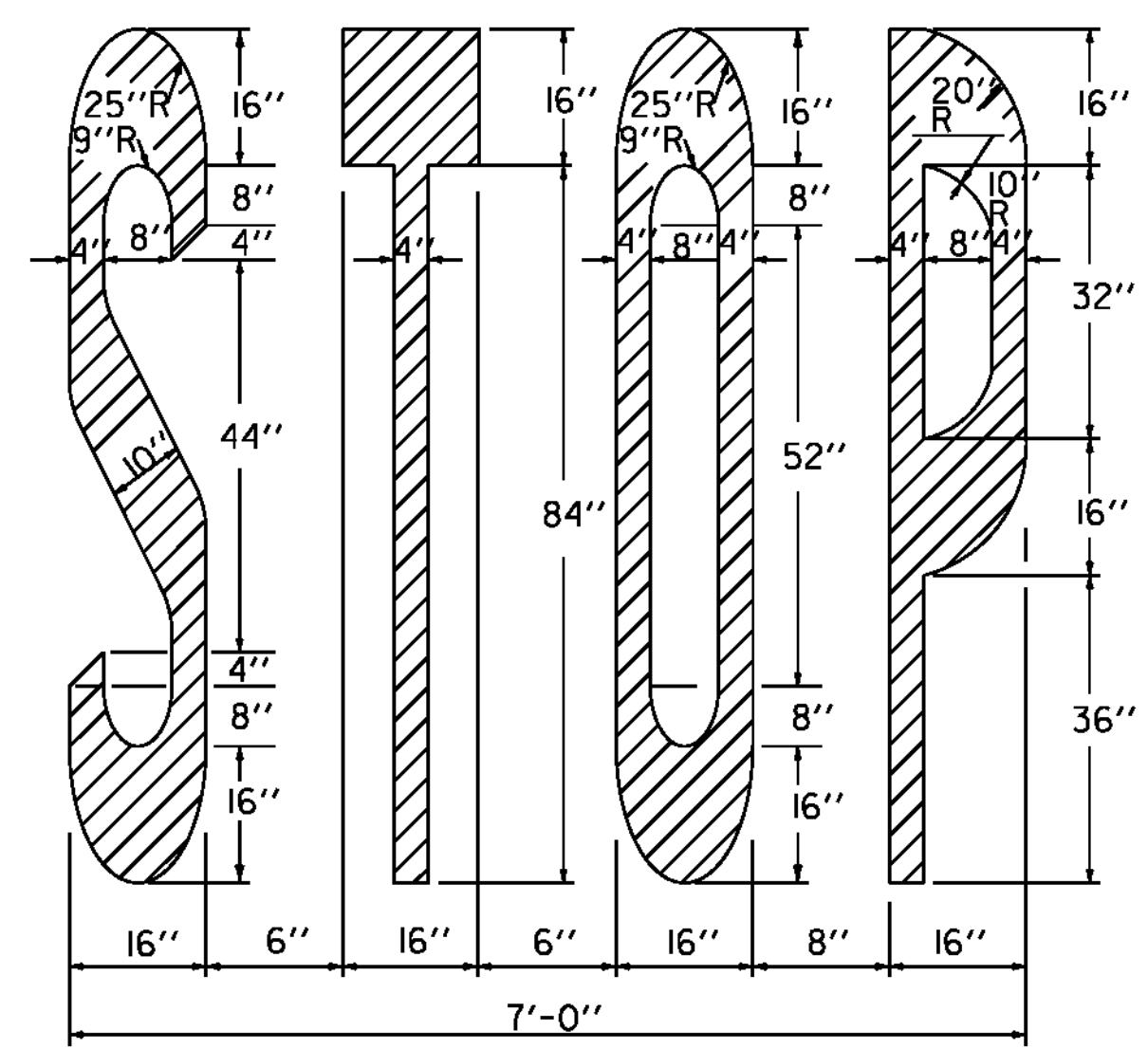
SHEET 14 OF 72



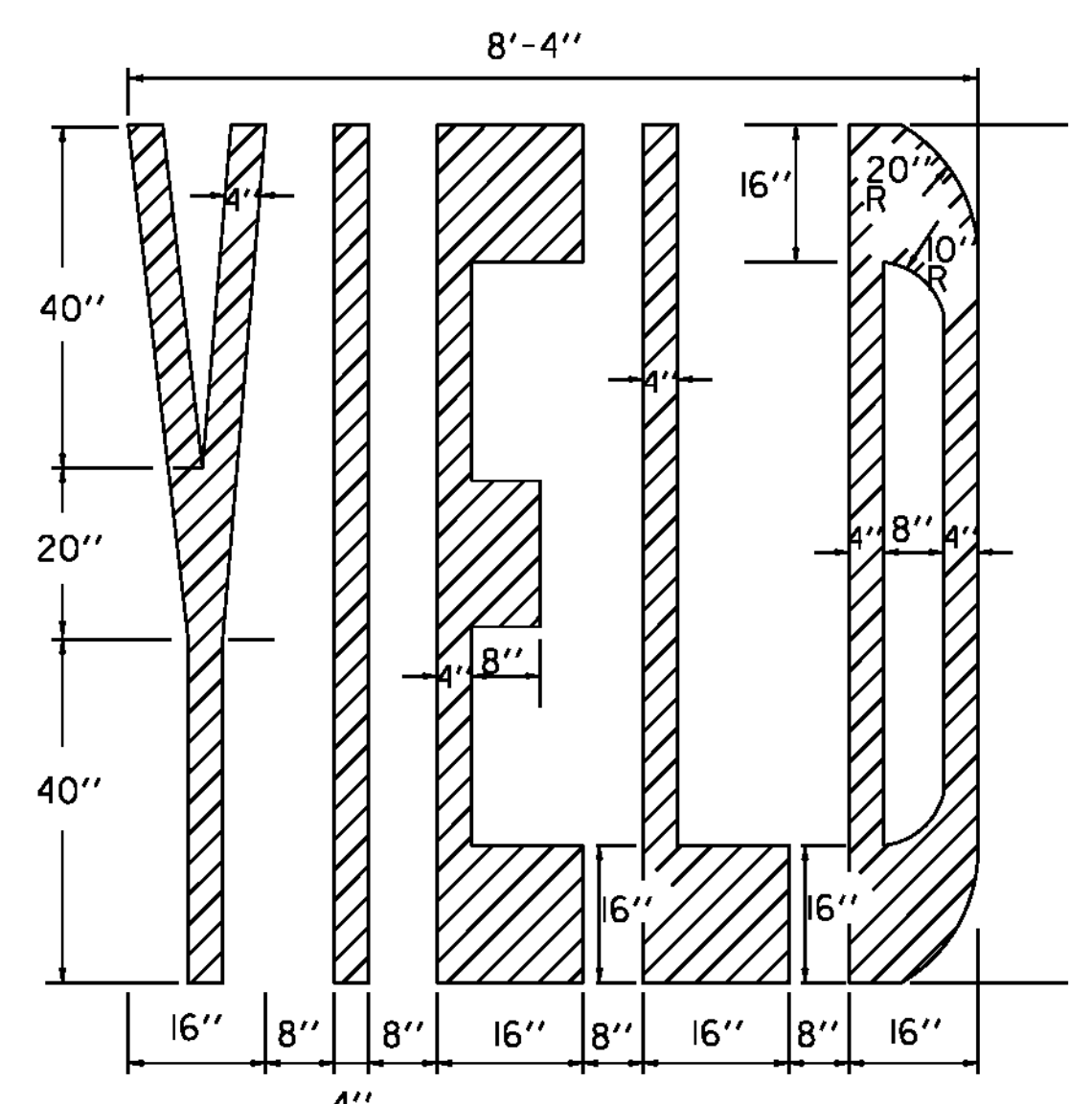
BLOCK PATTERN CROSSWALK DETAIL

NOTES:

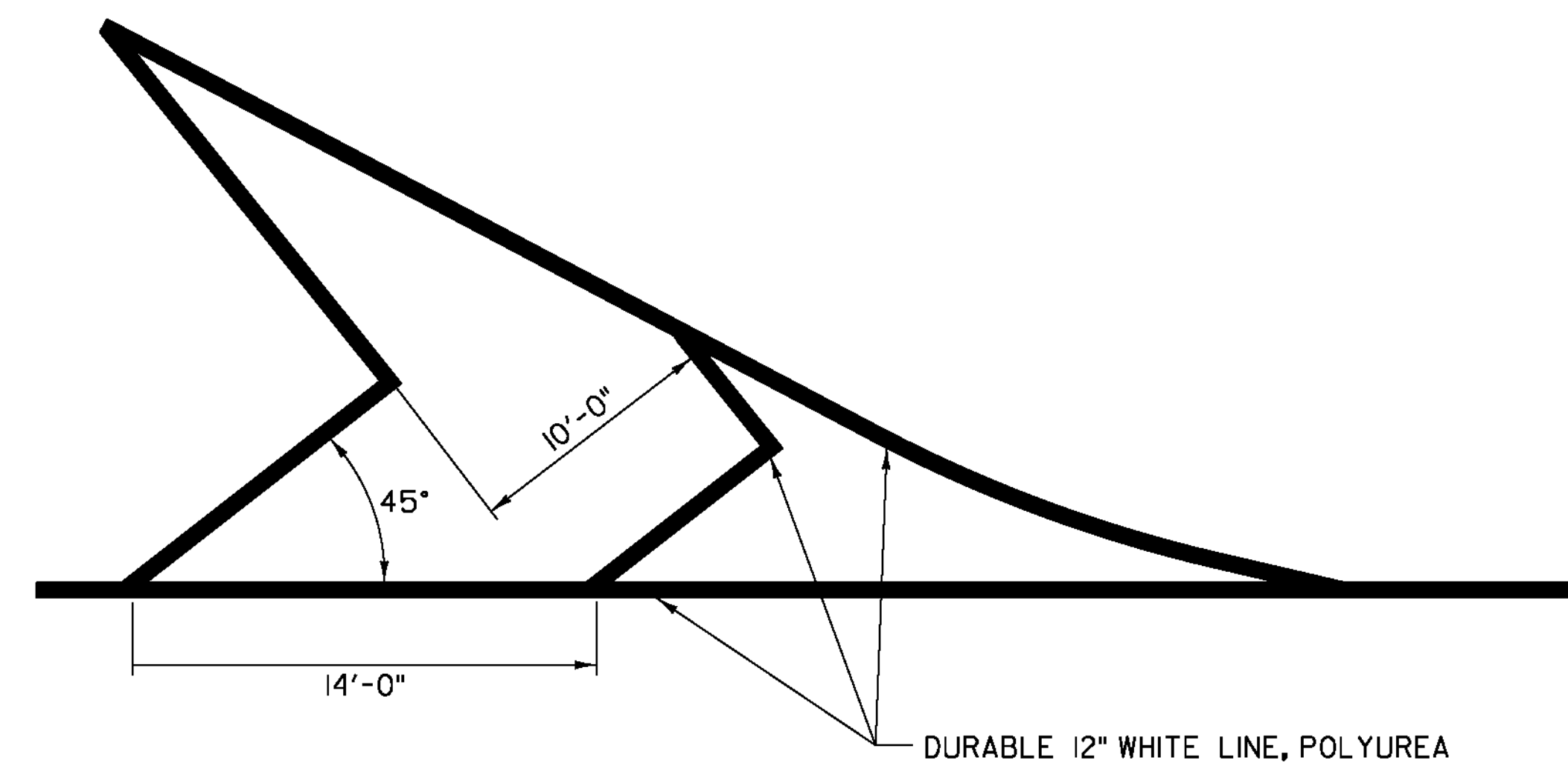
1. MARK LIGHT STRING LINE ON PAVEMENT ACROSS ROADWAY (CURB TO CURB).
2. ESTABLISH THE CENTER OF THE ROADWAY.
3. BLOCKS ARE PARALLEL TO THE CENTER OF ROADWAY (OFFSET BLOCKS VERTICALLY TO ACHIEVE REQUIRED SKEW).
4. PAINTED BLOCKS ARE 24 INCHES (TYP.)



PAVEMENT MARKING LINE DETAILS

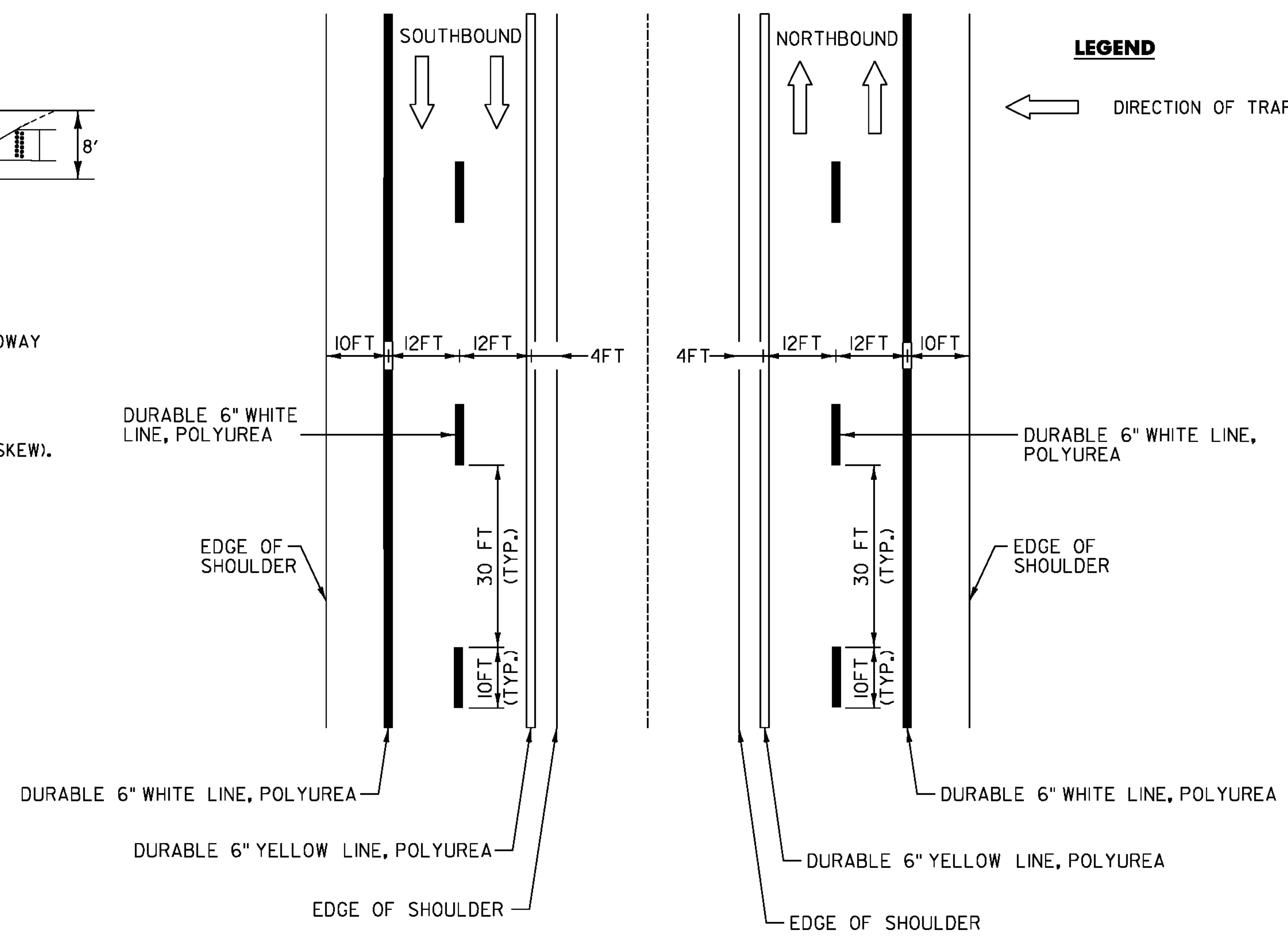


PAVEMENT MARKING DETAILS

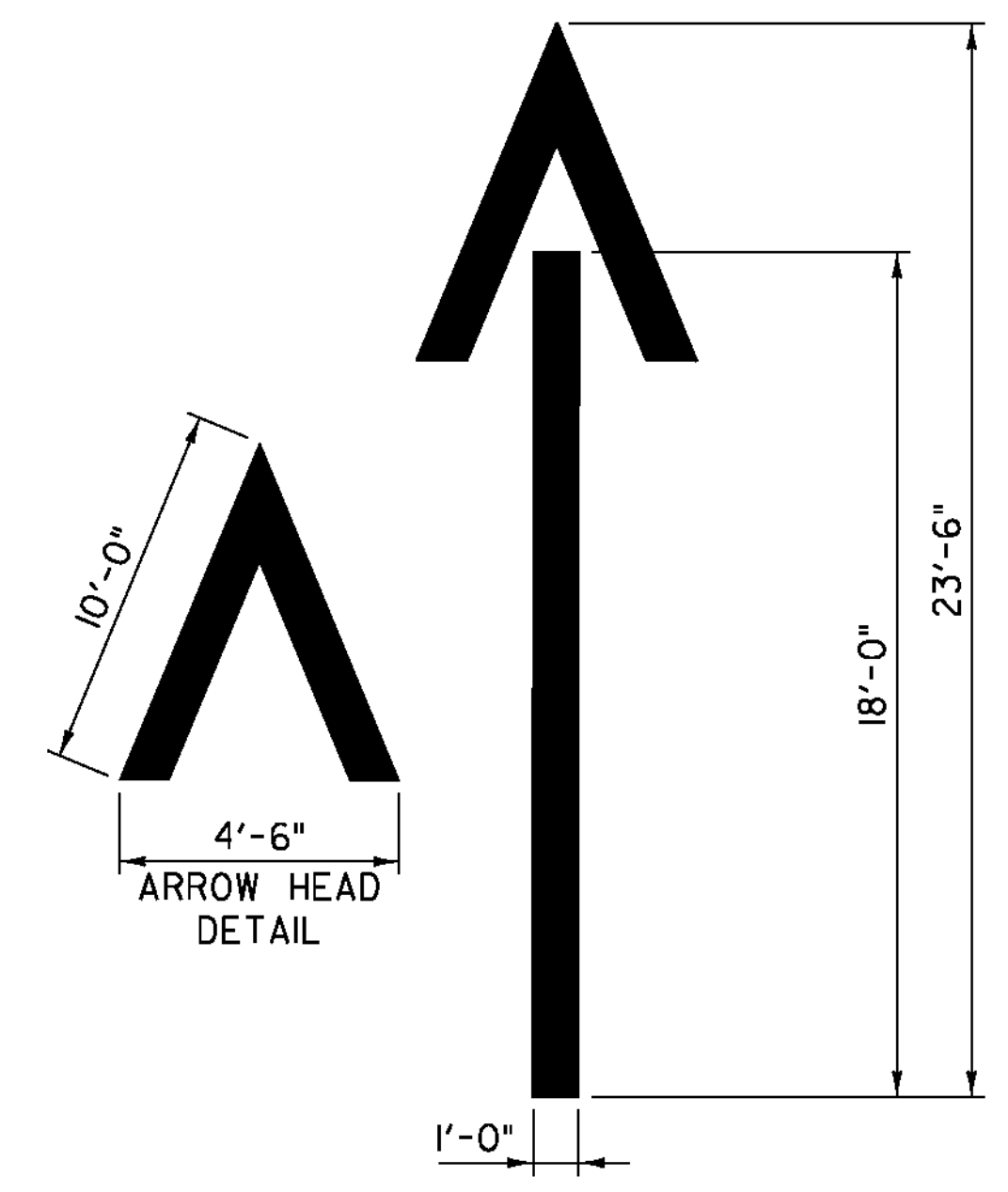


GORE MARKING DETAIL

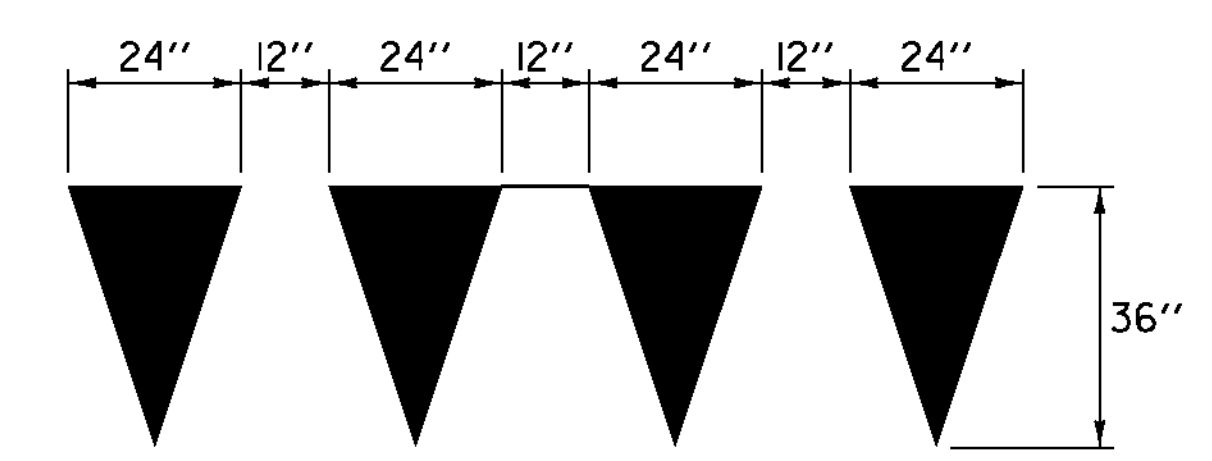
NOT TO SCALE



TYPICAL MAINLINE MARKING PLAN



WRONG WAY ARROW



YIELD MARKINGS DETAIL

NOTE:

1. EACH TRIANGLE SHALL BE PAID AS ONE EACH LETTER OR SYMBOL

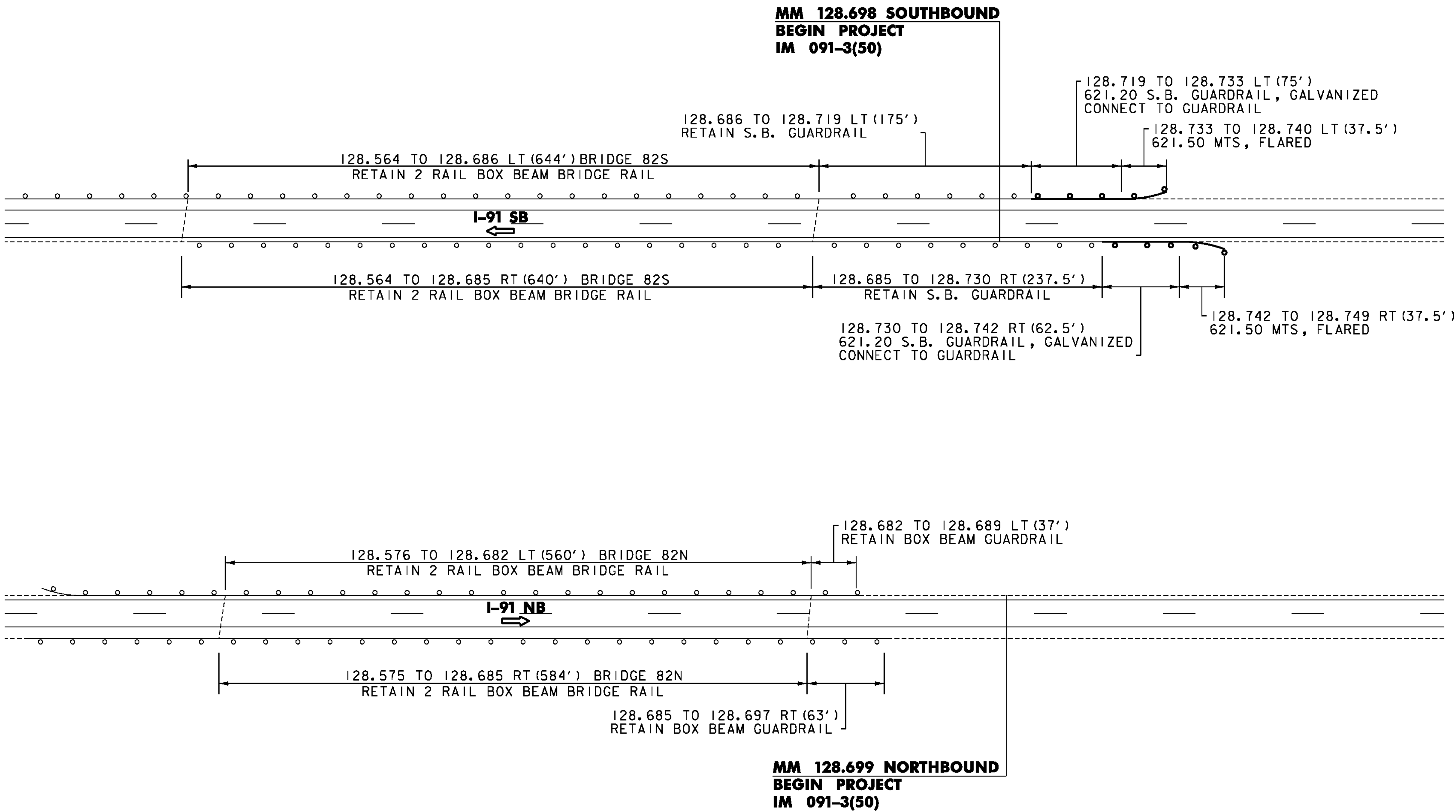
PAVEMENT MARKING DETAIL SHEET

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zlla346frm.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: SNG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_22	SHEET 22 OF 72

NOTE
1. SEE ITEM DETAIL SHEET
FOR REMOVAL OF EXISTING
GUARDRAIL.

GUARDRAIL TREATMENT - BRIDGE 82N AND 82S

NORTHBOUND MM 128.632
SOUTHBOUND MM 128.626
INTERSTATE 91 OVER TH 77/RR



**BRIDGE /GUARDRAIL
TREATMENT DETAIL SHEET 1**

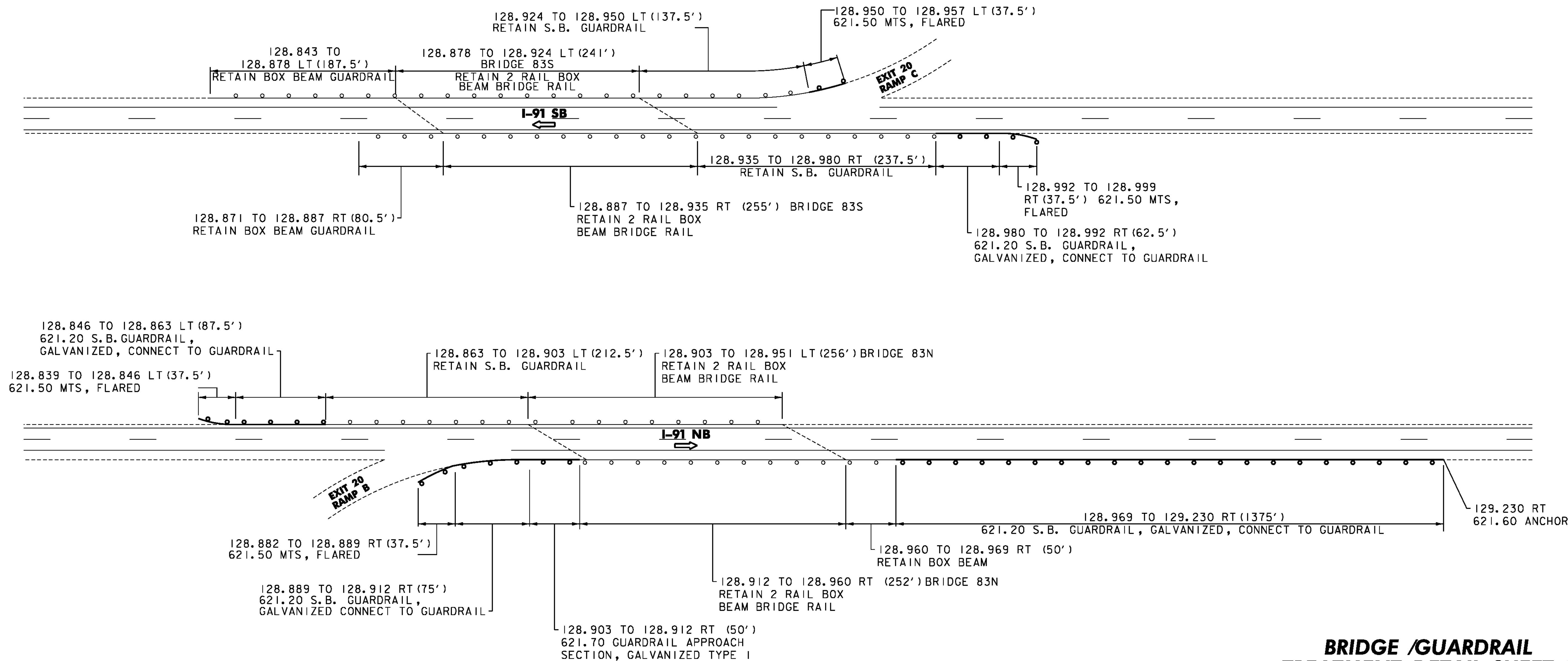
PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 091-3(50)	
FILE NAME: Ila346/cos/zlla346frm.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NULL	CHECKED BY: PTS
IPARM FILE NAME: pila346_23	SHEET 23 OF 72

NOT TO SCALE

NOTE
1. SEE ITEM DETAIL SHEET
FOR REMOVAL OF EXISTING
GUARDRAIL.

GUARDRAIL TREATMENT – BRIDGE 83N AND 83S

NORTHBOUND MM 128.930
SOUTHBOUND MM 128.907
INTERSTATE 91 OVER US ROUTE 5



NOT TO SCALE

**BRIDGE /GUARDRAIL
TREATMENT DETAIL SHEET 2**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 09I-3(50)

FILE NAME: Ila346/cos/zila346frm.dgn

PROJECT LEADER: PTS

DESIGNED BY: NLL

IPARM FILE NAME: pila346_24

PLOT DATE: 10/17/2013

DRAWN BY: JLS

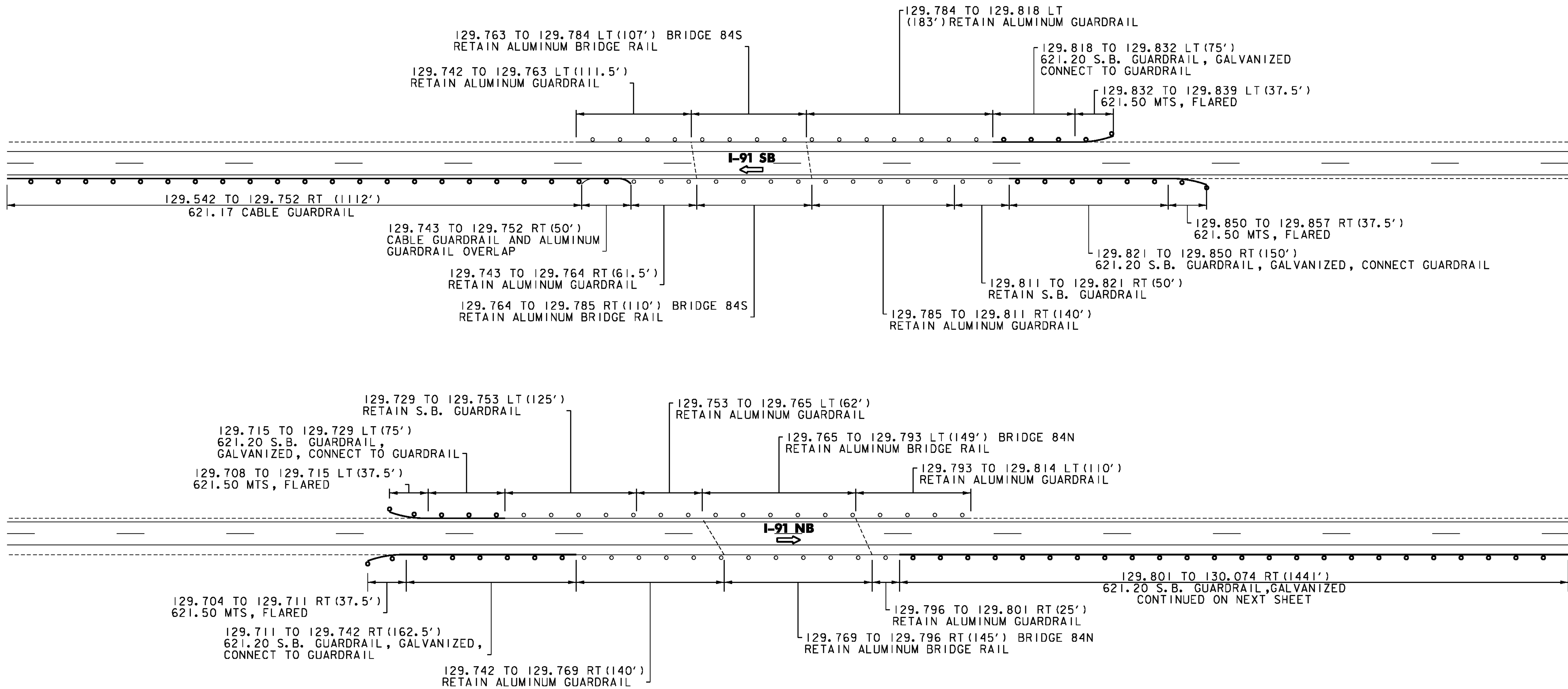
CHECKED BY: PTS

SHEET 24 OF 72

NOTE
1. SEE ITEM DETAIL SHEET
FOR REMOVAL OF EXISTING
GUARDRAIL.

GUARDRAIL TREATMENT – BRIDGE 84N AND 84S

NORTHBOUND MM 129.782
SOUTHBOUND MM 129.774
INTERSTATE 91 OVER TH 68



**BRIDGE /GUARDRAIL
TREATMENT DETAIL SHEET 3**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zlla346frm.dgn

PLOT DATE: 10/17/2013

PROJECT LEADER: PTS

DRAWN BY: JLS

DESIGNED BY: NLL

CHECKED BY: PTS

IPARM FILE NAME: pila346_25

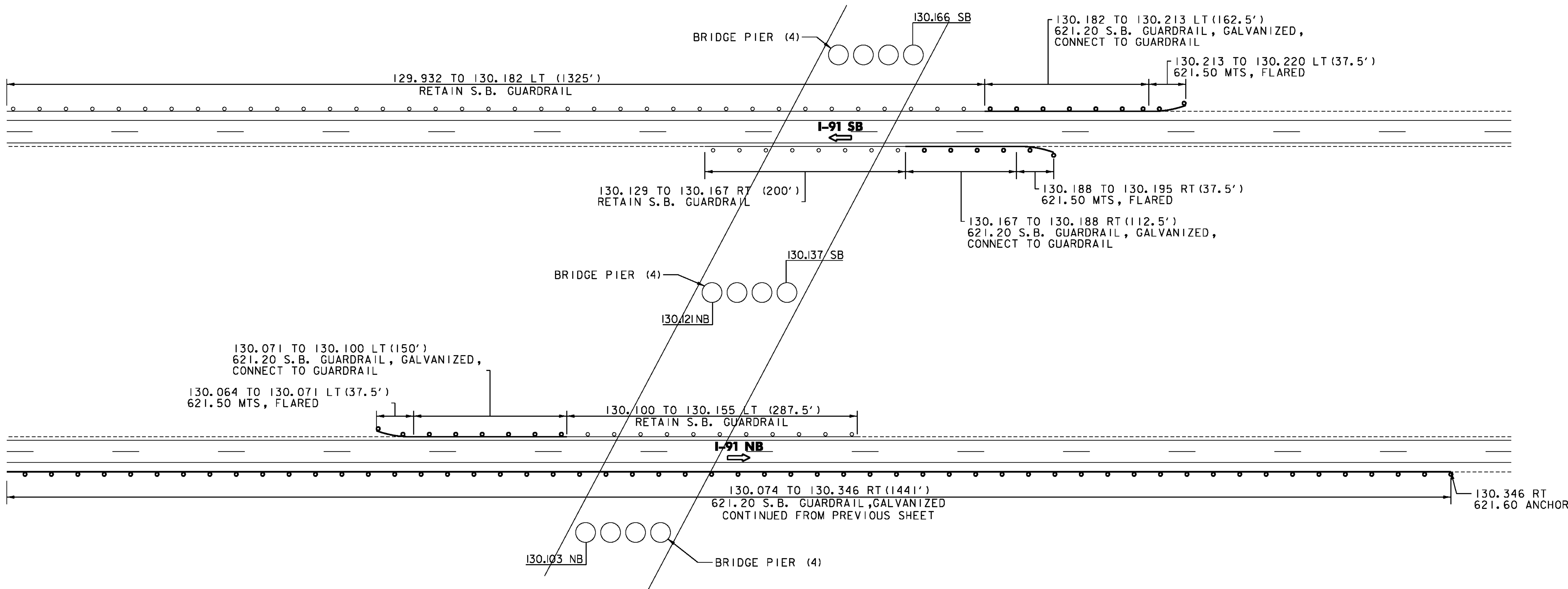
SHEET 25 OF 72

NOT TO SCALE

NOTE
1. SEE ITEM DETAIL SHEET
FOR REMOVAL OF EXISTING
GUARDRAIL.

GUARDRAIL TREATMENT – OVERPASS BRIDGE 86

NORTHBOUND MM 130.126
SOUTHBOUND MM 130.132
VT ROUTE 2-B OVER INTERSTATE 91



NOT TO SCALE

**BRIDGE /GUARDRAIL
TREATMENT DETAIL SHEET 4**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zila346frm.dgn

PROJECT LEADER: PTS

DESIGNED BY: NLL

IPARM FILE NAME: pla346_26

PLOT DATE: 10/17/2013

DRAWN BY: JLS

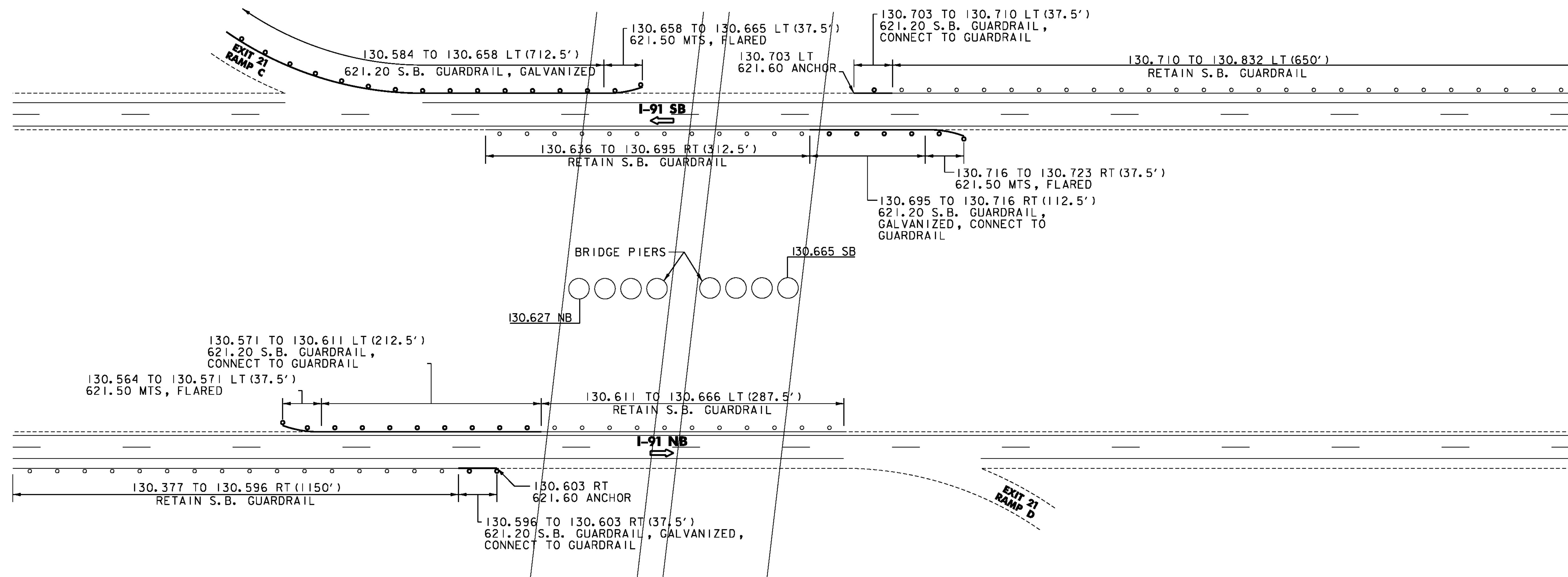
CHECKED BY: PTS

SHEET 26 OF 72

NOTE
1. SEE ITEM DETAIL SHEET
FOR REMOVAL OF EXISTING
GUARDRAIL.

GUARDRAIL TREATMENT - OVERPASS BRIDGE 88

NORTHBOUND MM 130.646
SOUTHBOUND MM 130.651
US ROUTE 2 OVER INTERSTATE 91



NOT TO SCALE

BRIDGE /GUARDRAIL TREATMENT DETAIL SHEET 5

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zila346frm.dgn

PLOT DATE: 10/17/2013

PROJECT LEADER: PTS

DRAWN BY: JLS

DESIGNED BY: NLL

CHECKED BY: PTS

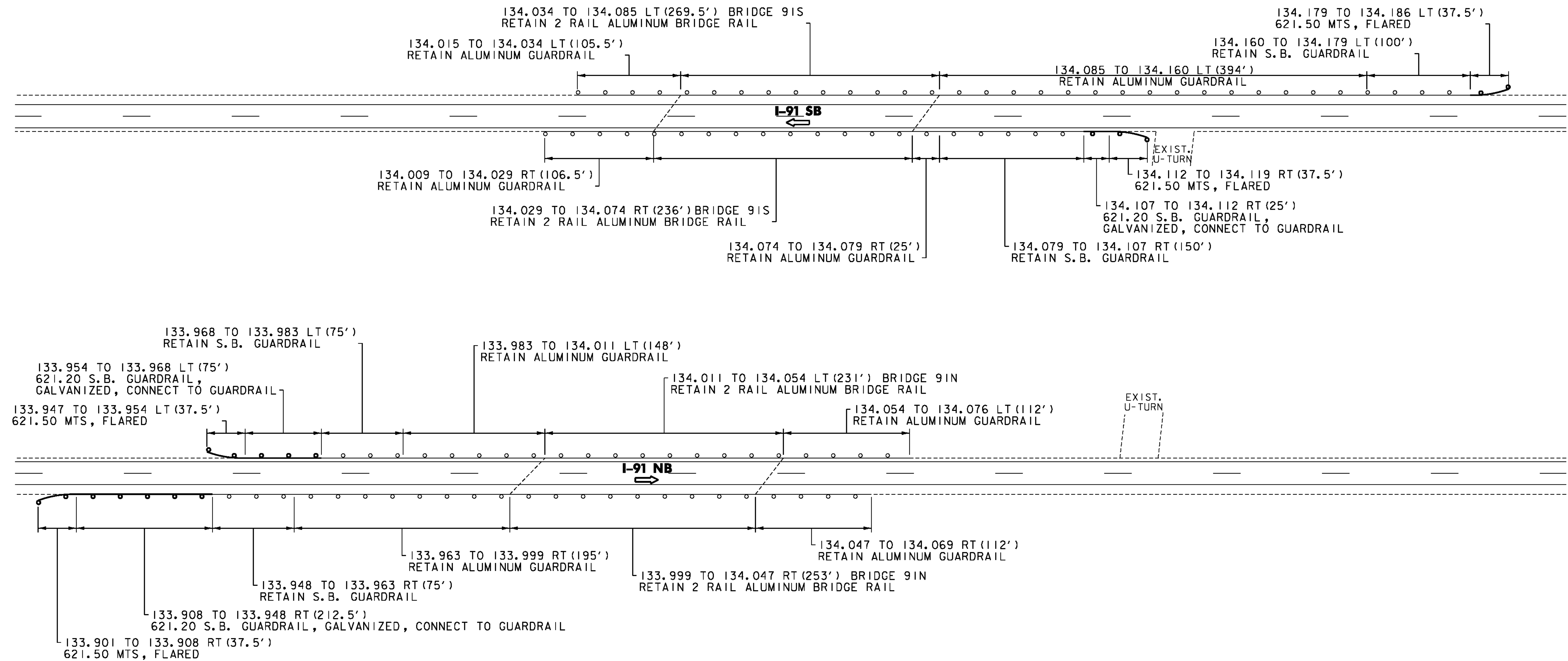
IPARM FILE NAME: pila346_27

SHEET 27 OF 72

NOTE
1. SEE ITEM DETAIL SHEET
FOR REMOVAL OF EXISTING
GUARDRAIL.

GUARDRAIL TREATMENT - BRIDGE 91N AND 91S

NORTHBOUND MM 134.030
SOUTHBOUND MM 134.054
INTERSTATE 91 OVER TH 10



NOT TO SCALE

**BRIDGE /GUARDRAIL
TREATMENT DETAIL SHEET 6**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zila346frm.dgn

PROJECT LEADER: PTS

DESIGNED BY: NLL

IPARM FILE NAME: pila346_28

PLOT DATE: 10/17/2013

DRAWN BY: JLS

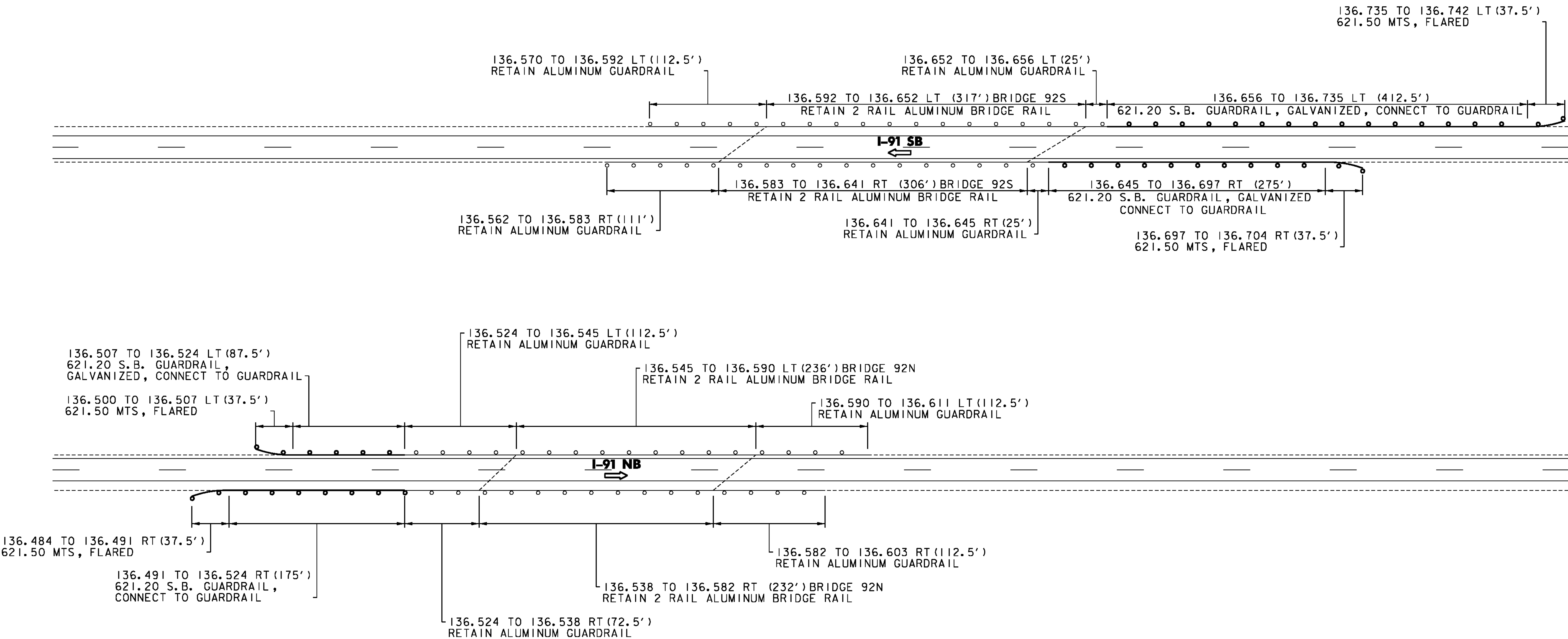
CHECKED BY: PTS

SHEET 28 OF 72

NOTE
1. SEE ITEM DETAIL SHEET
FOR REMOVAL OF EXISTING
GUARDRAIL.

GUARDRAIL TREATMENT – BRIDGE 92N AND 92S

NORTHBOUND MM 136.565
SOUTHBOUND MM 136.618
INTERSTATE 91 OVER US ROUTE 5



**BRIDGE /GUARDRAIL
TREATMENT DETAIL SHEET 7**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 09I-3(50)

FILE NAME: Ila346/cos/zlla346frm.dgn

PLOT DATE: 10/17/2013

PROJECT LEADER: PTS

DRAWN BY: JLS

DESIGNED BY: NLL

CHECKED BY: PTS

IPARM FILE NAME: pila346_29

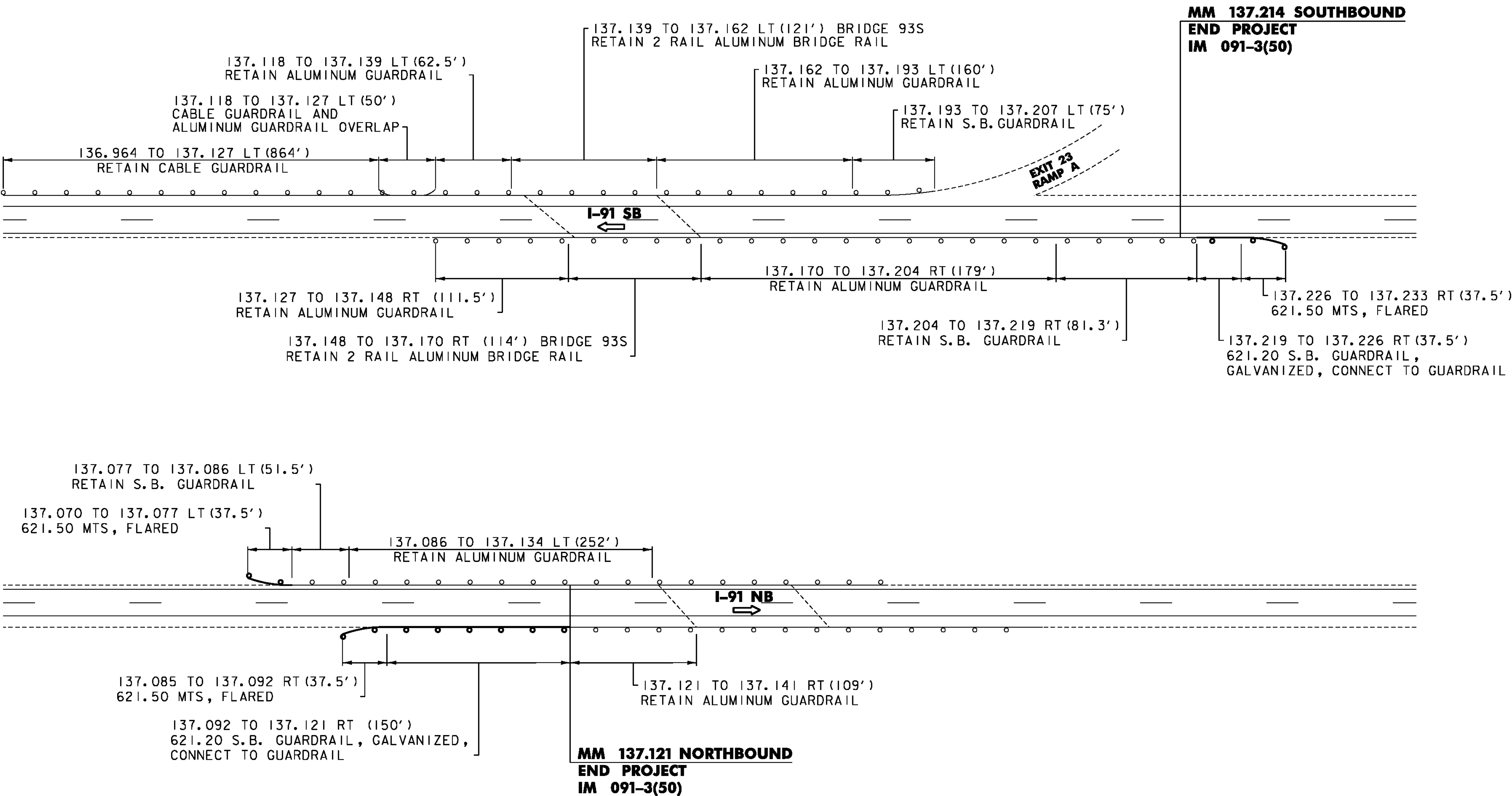
SHEET 29 OF 72

NOT TO SCALE

NOTE
1. SEE ITEM DETAIL SHEET
FOR REMOVAL OF EXISTING
GUARDRAIL.

GUARDRAIL TREATMENT – BRIDGE 93N AND 93S

NORTHBOUND MM 137.148
SOUTHBOUND MM 137.156
INTERSTATE 91 OVER US ROUTE 5



**BRIDGE /GUARDRAIL
TREATMENT DETAIL SHEET 8**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zila346frm.dgn

PROJECT LEADER: PTS

DESIGNED BY: NLL

IPARM FILE NAME: pila346_30

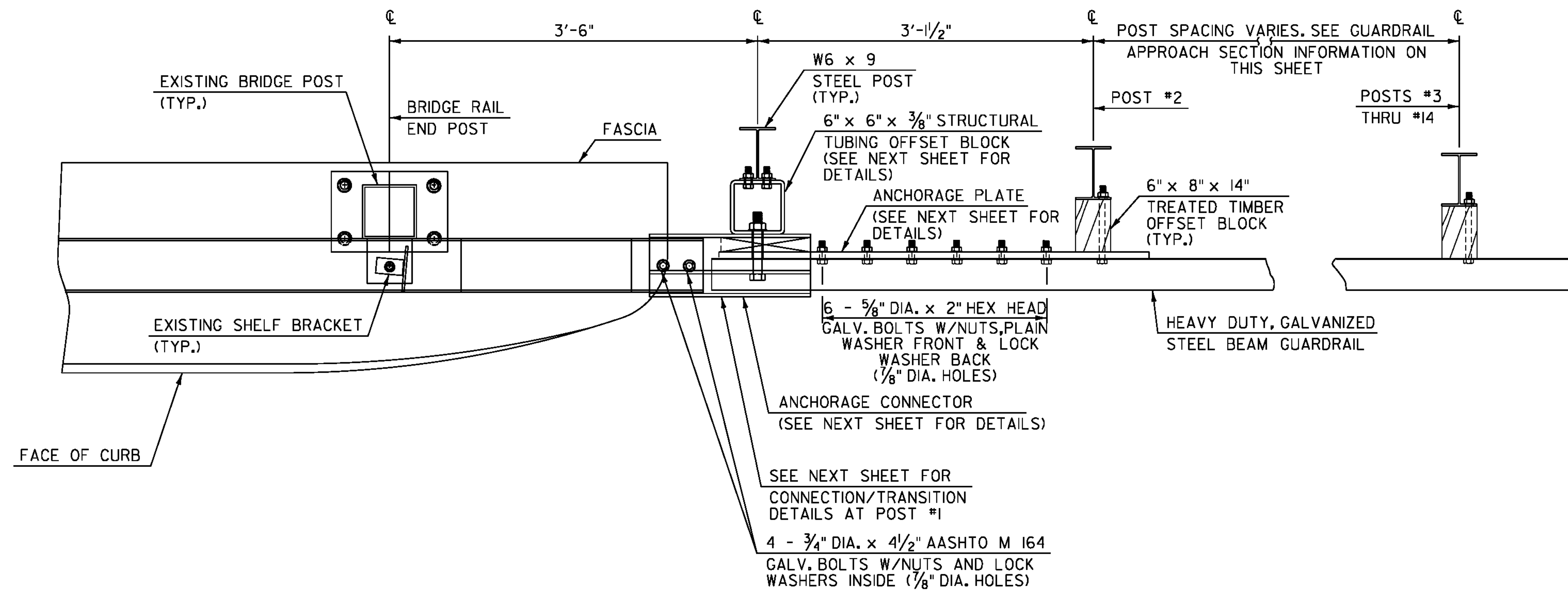
PLOT DATE: 10/17/2013

DRAWN BY: JLS

CHECKED BY: PTS

SHEET 30 OF 72

NOT TO SCALE

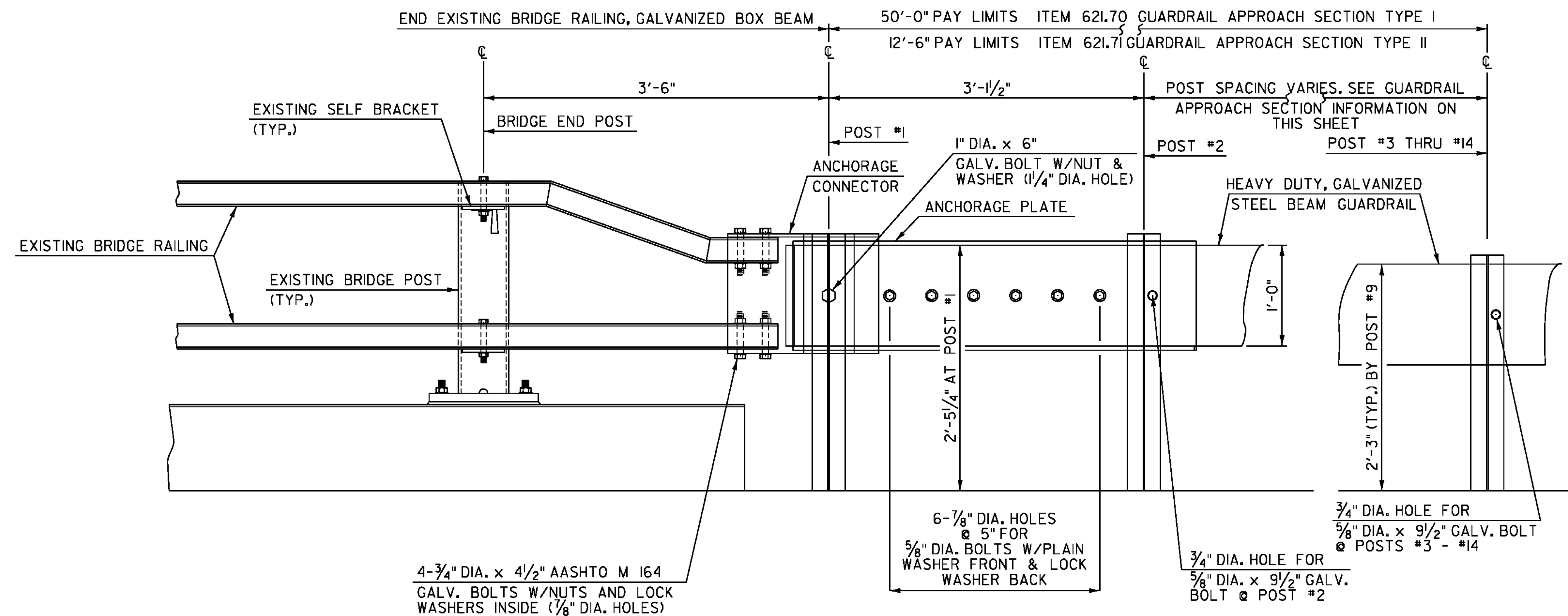


PLAN

**ITEM 621.70
GUARDRAIL
APPROACH SECTION,
TYPE I**

POST NO.	SPACING
1	3'-1 1/2"
2	3'-1 1/2"
3	3'-1 1/2"
4	3'-1 1/2"
5	3'-1 1/2"
6	3'-1 1/2"
7	3'-1 1/2"
8	3'-1 1/2"
9	4'-2"
10	4'-2"
11	4'-2"
12	6'-3"
13	6'-3"
14	6'-3"

50'-0" PAY LENGTH GUARDRAIL
APPROACH SECTION, TYPE I



ELEVATION

GUARDRAIL APPROACH SECTION DETAIL

**GUARDRAIL APPROACH
SECTION DETAIL SHEET 1**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 09I-3(50)

FILE NAME: Ila346/cos/zlla346frm.dgn

PLOT DATE: 10/17/2013

PROJECT LEADER: PTS

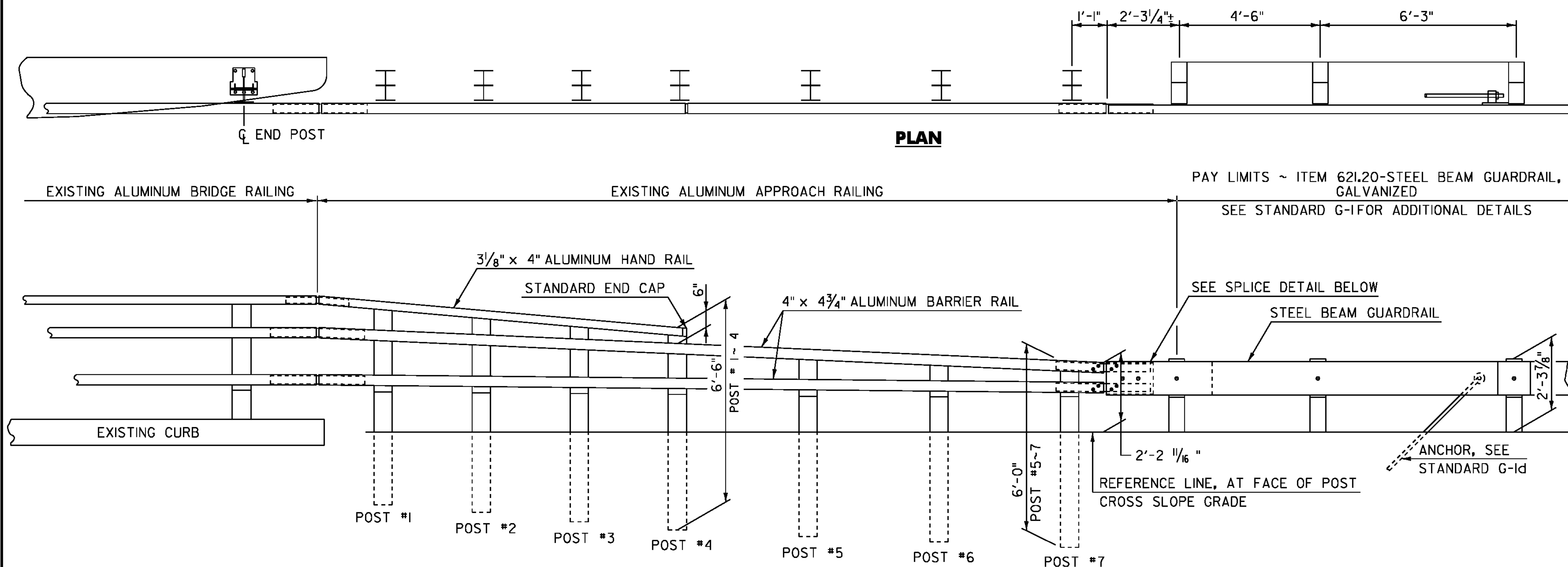
DRAWN BY: JLS

DESIGNED BY: NLL

CHECKED BY: PTS

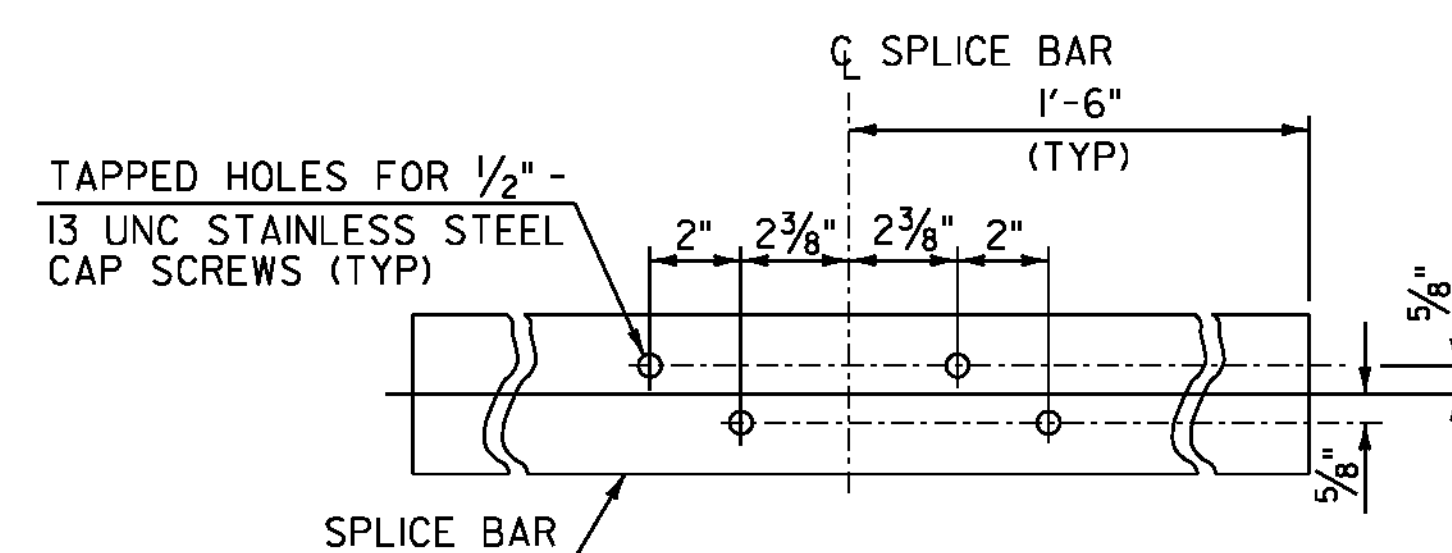
IPARM FILE NAME: pila346_3I

SHEET 31 OF 72



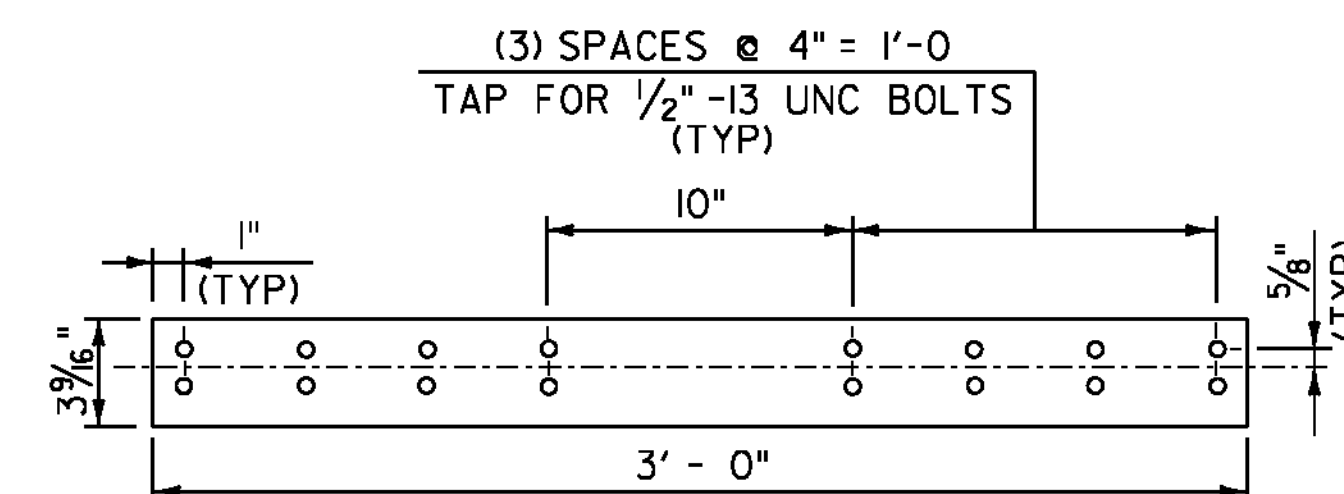
NOTES:

1. ALL STRUCTURAL STEEL SHALL BE ASTM A36 AND GALVANIZED AFTER FABRICATION.
2. ALL ITEMS NOT OTHERWISE INDICATED SHALL MEET THE SPECIFICATION REQUIREMENTS OF THE STANDARD SHEETS ON WHICH THEY ARE DETAILED.
3. SEE STANDARD G-1 FOR STEEL BEAM GUARDRAIL DETAILS.
4. THE COST OF ALL MATERIALS AND LABOR FOR THE SPLICE BETWEEN THE ALUMINUM APPROACH RAILING AND THE STEEL BEAM GUARDRAIL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 621.20 STEEL BEAM GUARDRAIL, GALVANIZED.
5. DIMENSIONS SHOWN ARE FROM A REFERENCE LINE AT THE FACE OF POST FOR A NORMAL CROWNED SECTION. APPROPRIATE CORRECTIONS SHALL BE MADE FOR CROSS SLOPES OTHER THAN A NORMAL SECTION.
6. ANCHOR BOLTS, WASHERS AND HEAVY HEX NUTS MAY BE ANY OF THE FOLLOWING:
 - A. ASTM A449 GALVANIZED, OR
 - B. AASHTO M164 (ASTM A325) GALVANIZED
 - C. BOLTS AND WASHERS OF STAINLESS STEEL ASTM A276, TYPE 304 (MINIMUM ULTIMATE STRENGTH OF 100,000 PSI) WITH STAINLESS STEEL NUTS OF ASTM A194, GRADE 8NA.
7. SPLICE BARS, AND CONNECTION BARS SHALL CONFORM TO ASTM B221, Fy = 35,000 PSI.
8. WELDING SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 506.10 USING THE GMAW-INERT GAS PROCESS AND AWS ER 5356 ELECTRODE WIRE.
9. ALUMINUM WASHERS SHALL BE ASTM B209 ALLOY ACLAD 2024-T4.

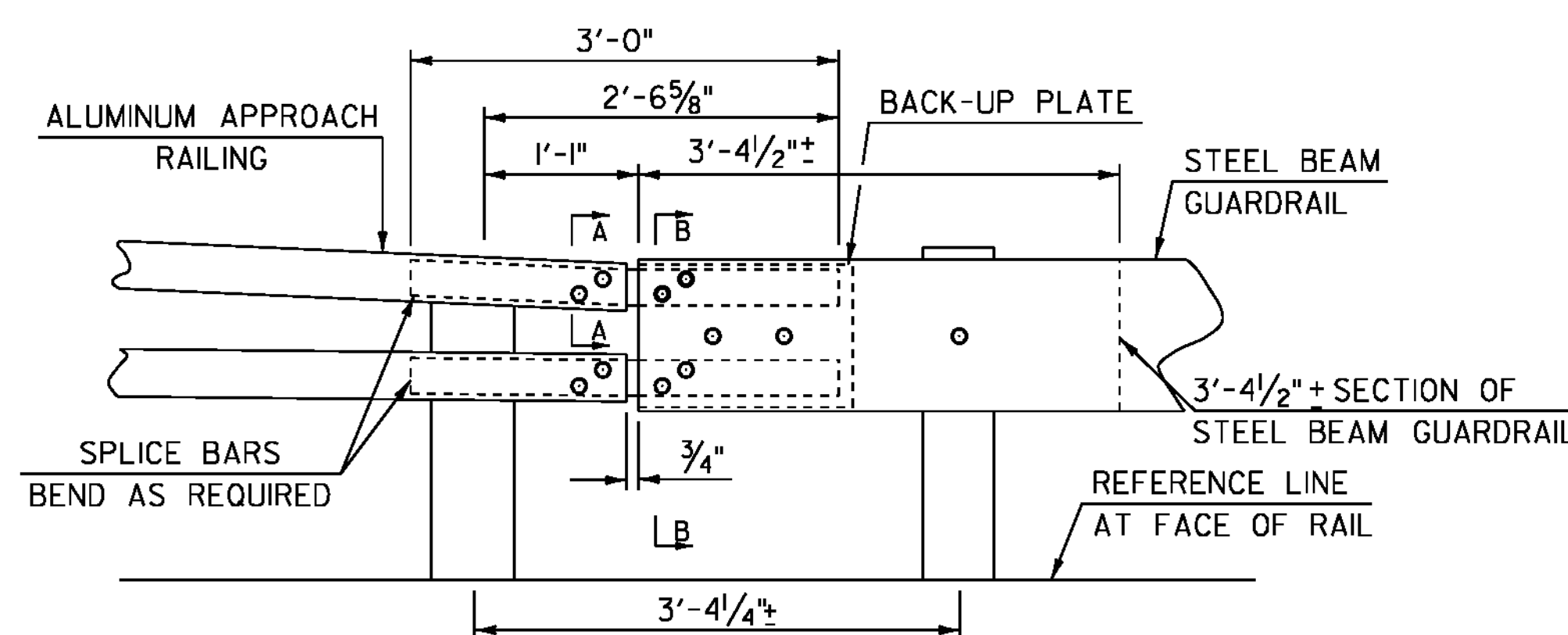


**SPLICE BAR DETAIL
(BACK SIDE VIEW)**

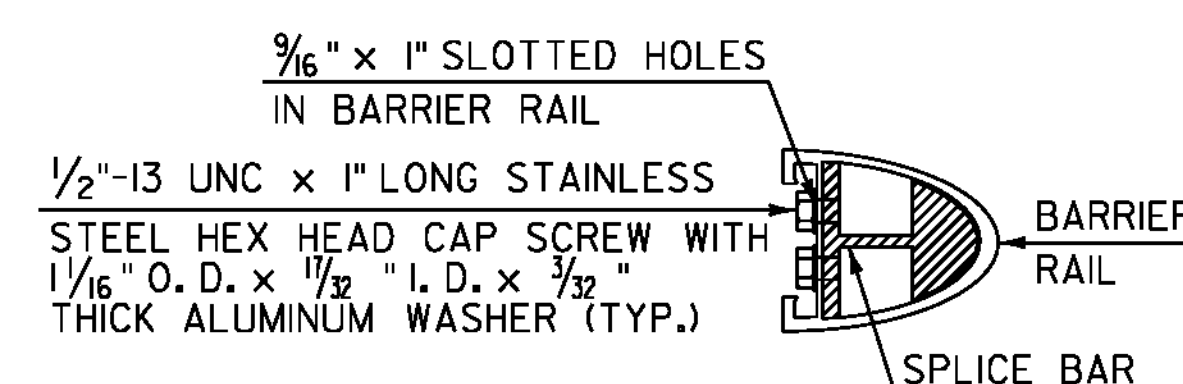
ELEVATION



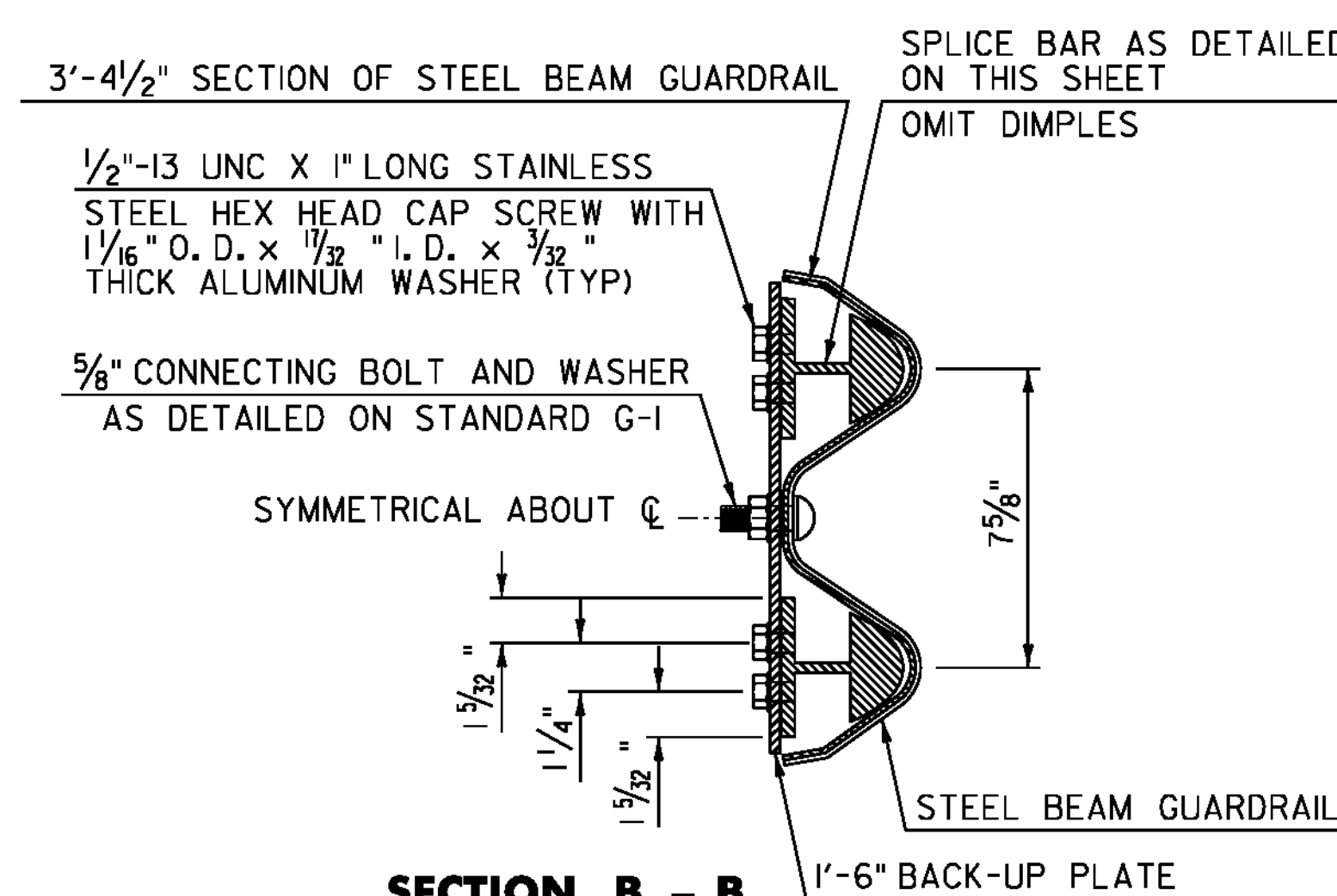
**ELEVATION OF STD. BARRIER RAIL SPLICE BAR
(FROM BACK)**



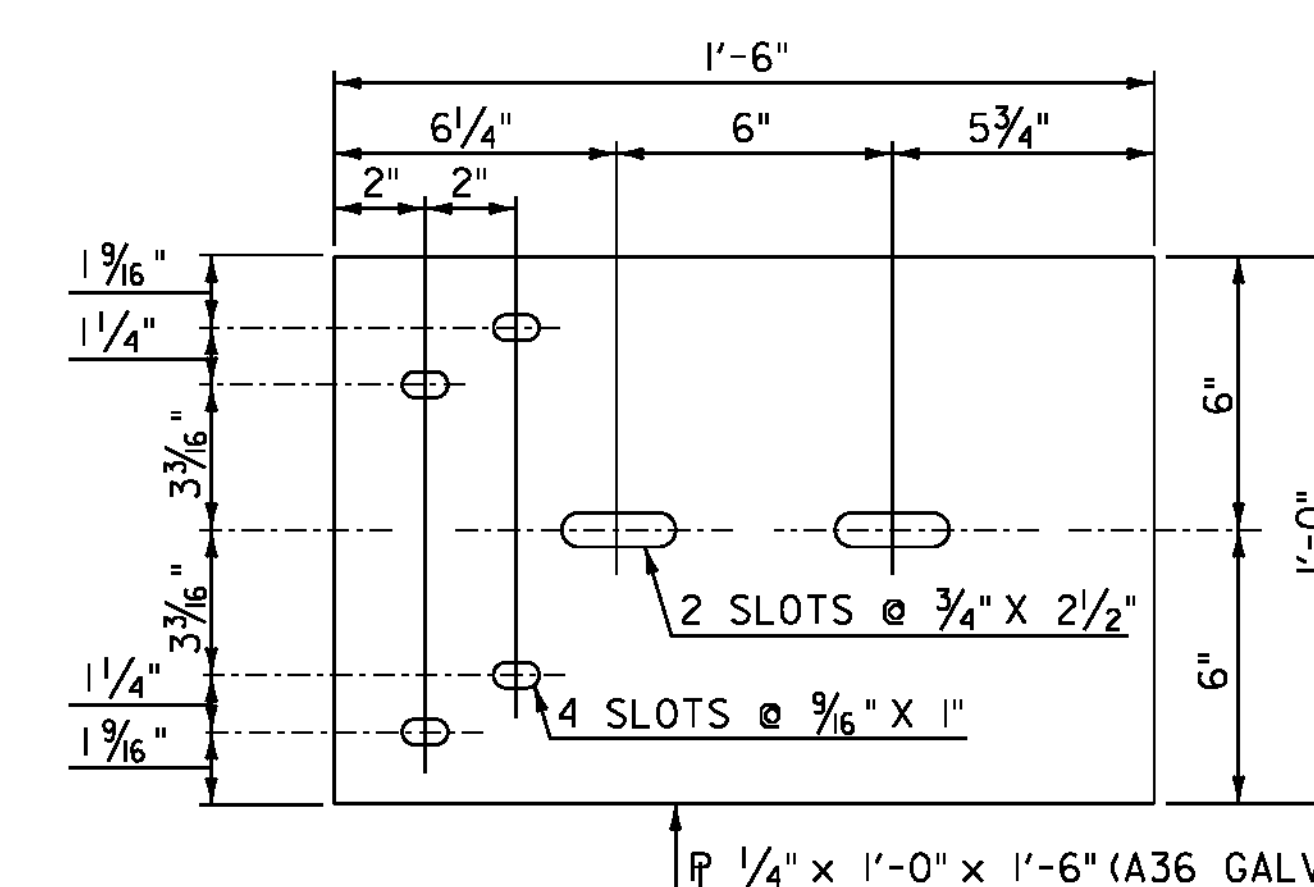
SPLICE DETAIL



SECTION A - A



SECTION B - B



BACK-UP PLATE DETAIL

ALUMINUM APPROACH RAILING DETAIL SHEET

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zila346frm.dgn

PLOT DATE: 10/17/2013

PROJECT LEADER: PTS

DRAWN BY: JLS

DESIGNED BY: NLL

CHECKED BY: PTS

IPARM FILE NAME: pila346_33

SHEET 33 OF 72

CULVERT LOCATIONS		
MM	SIZE (INCHES)	TYPE
NORTHBOUND:		
128.862	18	ALUM
129.084	18	ALUM
129.116	42	CGMP
129.211	18	CGMP
129.333	18	CGMP
129.333	24	RCP
129.399	18	ALUM
129.535	48	CGMP
129.559	18	ALUM
129.653	24	ALUM
129.726	18	CGMP
129.729	12	CGMP
129.737	24	CGMP
129.751	24	CGMP
129.757	12	CGMP
129.776	60	CGMP
129.823	18	CGMP
129.894	18	CGMP
129.926	12	CGMP
129.974	18	CGMP
129.974	18	CGMP
130.038	12	CGMP
130.101	12	CGMP
130.125	18	CGMP
130.200	18	CGMP
130.217	12	CGMP
130.263	12	CGMP
130.310	48	CGMP
130.344	12	CGMP
130.365	18	CGMP
130.407	12	CGMP
130.471	18	CGMP
130.491	12	CGMP
130.512	18	CGMP
130.643	18	CGMP
130.654	24	CGMP
130.718	54	CGMP
130.856	18	CGMP
130.872	12	CGMP
130.920	18	CGMP
130.930	36	CGMP
131.007	18	RCP
131.102	18	RCP
131.151	36	RCP
131.200	18	RCP
131.249	30	RCP
131.312	24	RCP
131.326	18	RCP
131.353	24	RCP
131.381	18	RCP
131.448	18	ALUM
131.455	18	CGMP
131.460	18	CGMP
131.460	18	CGMP
131.693	48	CGMP
131.774	18	ALUM
131.944	18	ALUM
132.077	48	CGMP
132.231	30	CGMP
132.267	12	CGMP
132.312	12	CGMP
132.341	48	CGMP
132.420	18	CGMP
132.452	18	CGMP
132.664	18	RCP
132.697	18	RCP
132.730	18	RCP
132.805	18	RCP
132.891	24	CGMP
132.900	12	CGMP

CULVERT LOCATIONS		
MM	SIZE (INCHES)	TYPE
NORTHBOUND:		
132.947	12	CGMP
133.115	18	CGMP
133.124	18	CGMP
133.345	18	ALUM
133.472	30	CGMP
133.553	30	RCP
133.656	24	CGMP
133.656	24	CGMP
133.722	12	CGMP
133.729	48	CGMP
133.768	12	CGMP
133.780	24	CGMP
133.816	12	CGMP
133.920	12	CGMP
133.966	12	CGMP
134.015	12	CGMP
134.080	24	CGMP
134.093	24	RCP
134.096	18	RCP
134.129	24	RCP
134.162	18	RCP
134.200	18	RCP
134.238	18	RCP
134.276	18	RCP
134.313	18	RCP
134.465	12	CGMP
134.522	12	CGMP
134.536	24	CGMP
134.683	36	CGMP
134.778	12	CGMP
134.825	24	CGMP
134.826	12	CGMP
134.910	18	CGMP
134.977	18	CGMP
134.977	24	RCP
134.977	24	CGMP
135.014	18	RCP
135.014	18	CGMP
135.177	60	CGMP
135.195	12	CGMP
135.356	18	RCP
135.441	48	RCP
135.447	24	RCP
135.488	18	RCP
135.516	18	RCP
135.583	18	RCP
135.736	18	RCP
135.783	18	RCP
135.830	24	RCP
135.863	18	ALUM
135.885	12	CGMP
135.930	12	CGMP
135.984	36	CGMP
136.007	12	ALUM
136.073	12	CGMP
136.128	12	CGMP
136.254	18	CGMP
136.295	42	CGMP
136.335	18	CGMP
136.416	18	RCP
136.521	24	CGMP
136.603	18	RCP
136.653	18	RCP
136.670	18	RCP
136.699	18	RCP
136.712	18	RCP
136.754	18	RCP
136.813	18	RCP
136.863	18	RCP
137.085	30	RCP

CULVERT LOCATIONS		
MM	SIZE (INCHES)	TYPE
EXIT 20 RAMP A:		
0.093	18	CGMP
0.152	24	CGMP
0.172	18	CGMP
0.259	24	CGMP
0.292	12	CGMP
0.293	18	ALUM
EXIT 20 RAMP B:		
0.035	18	RCP
0.246	18	ALUM
EXIT 20 RAMP E:		
0.058	18	RCP
0.068	24	CGMP
EXIT 20 RAMP G:		
0.016	18	RCP
EXIT 21 RAMP B:		
0.074	12	CGMP
0.126	12	CGMP
EXIT 21 RAMP D:		
0.193	24	ALUM
0.201	18	CGMP
0.218	12	CGMP
0.221	18	CGMP
EXIT 21 RAMP F:		
0.103	18	RCP
0.106	18	CGMP
0.255	30	RCP
0.255	24	CGMP
0.285	36	CGMP
0.309	12	CGMP
0.312	42	CGMP
0.381	12	CGMP
EXIT 22 RAMP A:		
0.091	18	CGMP
EXIT 22 RAMP B:		
0.006	18	RCP
0.115	18	CGMP
0.171	24	RCP
0.240	18	RCP
EXIT 23 RAMP C:		
0.078	18	RCP
0.112	18	RCP
0.145	18	RCP
0.180	18	RCP
0.215	18	RCP
0.231	UNKNOWN	UNKNOWN
0.246	12	CGMP
0.262	24	RCP
0.269	18	RCP
0.278	24	RCP
0.287	24	RCP

CULVERT LOCATIONS		
MM	SIZE (INCHES)	TYPE
SOUTHBOUND:		
128.758	18	ALUM
128.863	12	CGMP
128.863	18	UNKNOWN
128.941	18	CGMP
129.005	18	CGMP
129.201	18	RCP
129.240	18	RCP
129.336	18	CGMP
129.336	18	CGMP
129.527	36	CGMP
129.629	18	ALUM
129.655	18	ALUM
129.729	18	CGMP
129.760	48	CGMP
129.908	18	CGMP
129.958	12	CGMP
130.014	12	CGMP
130.051	18	CGMP
130.089	12	CGMP
130.324	18	ALUM
130.480	12	CGMP
130.679	12	CGMP
130.788	18	CGMP
131.012	24	CGMP
131.076	42	RCP
131.112	24	CGMP
131.211	18	RCP
131.309	18	RCP
131.389	18	RCP
131.427	24	RCP
131.466	24	RCP
131.540	12	CGMP
131.559	12	CGMP
131.648	12	CGMP
131.727	12	CGMP
131.802	12	CGMP
131.821	18	ALUM
131.868	12	CGMP
131.961	18	RCP
131.999	18	RCP
132.046	12	CGMP
132.084	12	CGMP
132.102	48	CGMP
132.140	12	CGMP
132.197	12	CGMP
132.272	18	RCP
132.272	18	RCP
132.300	18	RCP
132.328	18	RCP
132.395	18	CGMP
132.395	18	CGMP
132.450	48	CGMP
132.463	12	CGMP
132.505	18	CGMP
132.535	12	CGMP
132.558	12	CGMP
132.680	12	CGMP
132.699	18	ALUM
132.769	18	RCP
132.864	18	RCP
132.897	24	CGMP
133.012	12	CGMP
133.354	18	RCP
133.354	18	RCP
133.448	30	RCP
133.519	18	RCP
133.547	18	RCP
133.575	18	RCP
133.602	24	RCP
133.629	24	RCP
133.721	12	CGMP
133.776	12	CGMP
133.803	24	CGMP

CULVERT LOCATIONS		
MM	SIZE (INCHES)	TYPE
SOUTHBOUND:		
133.813	12	CGMP
133.962	12	CGMP
133.966	12	CGMP
134.019	12	CGMP
134.031	12	CGMP
134.104	24	CGMP
134.119	18	RCP
134.157	24	RCP
134.195	18	RCP
134.232	18	RCP
134.270	18	RCP
134.307	18	RCP
134.345	18	RCP
134.447	24	CGMP
134.617	18	CGMP
134.657	18	CGMP
134.757	36	CGMP
134.856	12	CGMP
134.856	18	CGMP
134.969	18	RCP
135.054	12	CGMP
135.058	18	CGMP
135.158	12	CGMP
135.161	30	CGMP
135.253	12	CGMP
135.290	12	CGMP
135.314	48	CGMP
135.328	12	CGMP
135.517	18	RCP
135.631	12	CGMP
135.678	48	RCP
135.866	18	CGMP
135.960	12	CGMP
136.001	12	CGMP
136.008	36	CGMP
136.081	12	CGMP
136.508	18	RCP
136.544	18	ALUM
136.558	12	CGMP
136.652	12	CGMP
136.656	18	CGMP
136.707	18	RCP
136.744	18	RCP
136.795	18	RCP
136.818	18	RCP
136.850	24	RCP
136.882	18	RCP
136.910	24	RCP
136.926	18	CGMP
136.938	30	CGMP
136.965	12	CGMP
137.102	30	RCP

CULVERT LOCATIONS		
MM	SIZE (INCHES)	TYPE
EXIT 20 RAMP C:		
0.031	18	RCP
0.046	30	RCP
0.079	30	RCP
0.104	18	RCP
0.130	24	RCP
0.155	18	RCP
0.168	12	CGMP
0.232	18	CGMP
EXIT 20 RAMP D:		
0.113	18	CGMP
0.186	18	CGMP
0.186	18	RCP
0.243	18	CGMP
0.243	18	CGMP
0.243	18	RCP
0.318	30	RCP
0.318	12	CGMP
EXIT 20 RAMP F:		
0.024	18	RCP
0.026	18	RCP
EXIT 21 RAMP A:		
0.134	54	CGMP
0.145	12	CGMP
0.226	36	CGMP
0.313	18	CGMP
0.341	18	CGMP
EXIT 21 RAMP C:		
0.055	12	CGMP
0.179	12	CGMP
0.205	18	CGMP
0.224	12	CGMP
0.250	18	CGMP
EXIT 21 RAMP E:		
0.022	54	CGMP
0.024	12	CGMP
0.067	36	CGMP
0.083	12	CGMP
0.196	12	CGMP
EXIT 22 RAMP C:		
0.005	18	RCP
0.244	18	CGMP
EXIT 22 RAMP D:		
0.031	12	CGMP
0.126	12	CGMP
0.174	18	CGMP
EXIT 23 RAMP A:		
0.008	18	RCP
0.113	24	CGMP
EXIT 23 RAMP E:		
0.026	18	RCP
0.032	18	RCP

NOTES

1. THIS SHEET IS TO BE USED FOR INFORMATIONAL PURPOSES ONLY. THE ENGINEER SHALL DETERMINE WHETHER THE COMPACTION EFFORT OVER EXISTING CULVERTS SHOULD BE REDUCED.

2. ALL CULVERTS ARE TO BE RETAINED.

CULVERT LOCATIONS SHEET

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 09I-3(50)

FILE NAME: Ila346/cos/zlla346frm.dgn

PLOT DATE: 10/17/2013

PROJECT LEADER: PTS

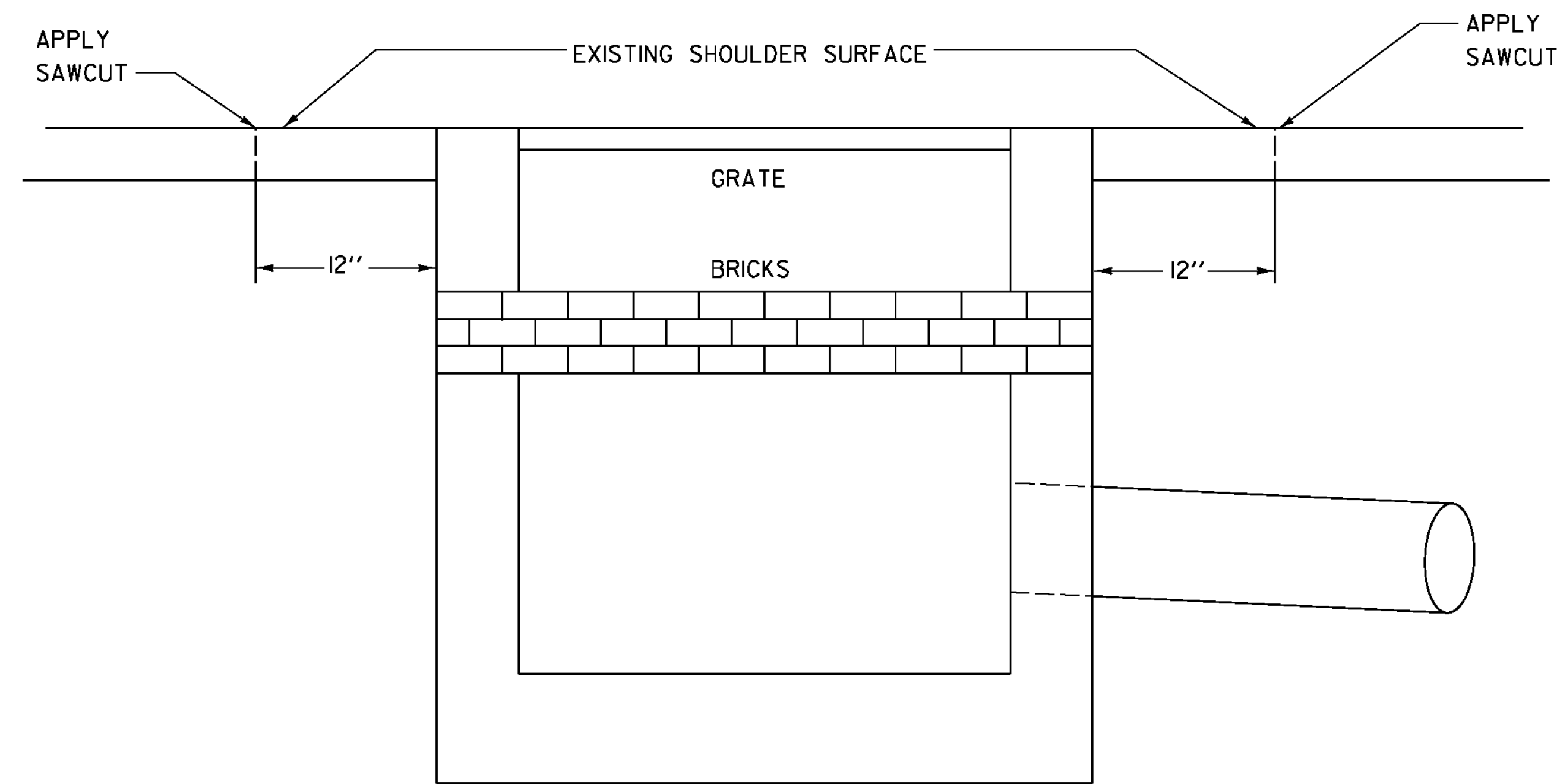
DRAWN BY: SNG

DESIGNED BY: NLL

CHECKED BY: PTS

IPARM FILE NAME: pila346_34

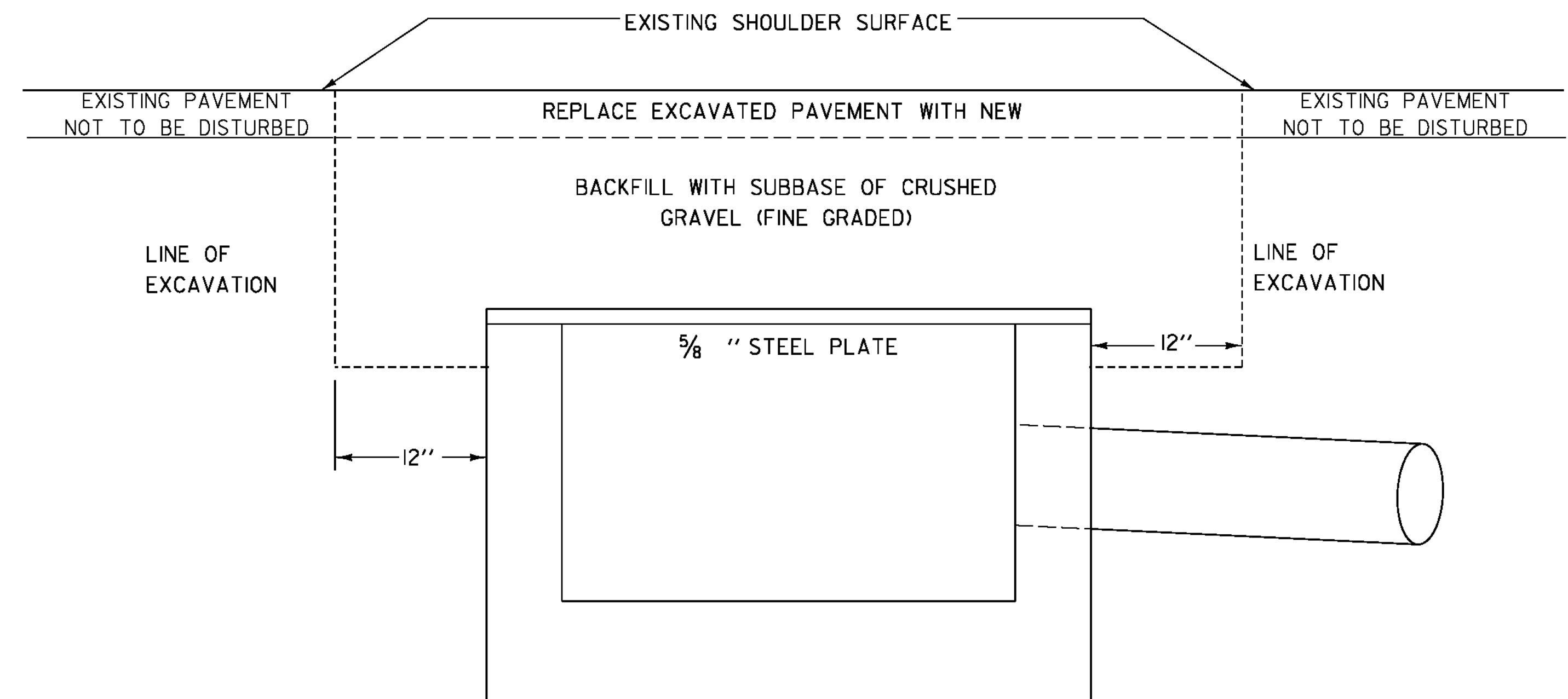
SHEET 34 OF 72



EXISTING CURB DROP INLET

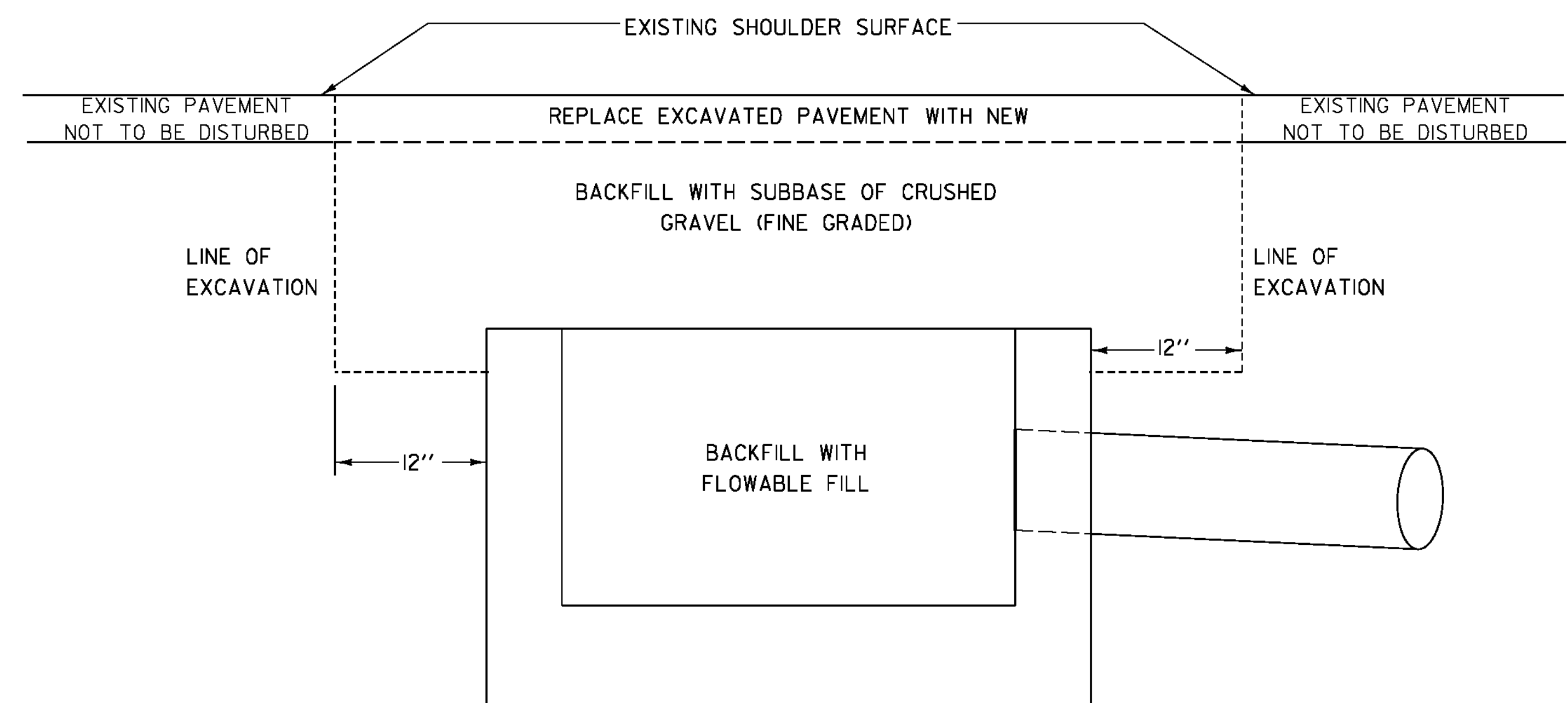
NOTES

1. SAWCUT EXISTING SHOULDER TO MINIMIZE DAMAGE TO ADJACENT PAVEMENT. EXCAVATE TO DEPTH REQUIRED AND REMOVE TOP AND BRICKS FROM DI.
2. FOR CAPPED CURB DROP INLETS PLACE STEEL PLATE ON DI.
3. BACKFILL WITH ITEM 301.26, SUBBASE OF CRUSHED GRAVEL, FINE GRADED.
4. EXCAVATED BITUMINOUS PAVEMENT SHALL BE REPLACED WITH NEW BITUMINOUS CONCRETE PAVEMENT, TYPE IIS.
5. APPLICATION OF SAWCUT, REMOVAL AND DISPOSAL OF TOP AND BRICKS, FURNISHING STEEL PLATE (FOR CAPPED DROP INLETS ONLY), AND REQUIRED EXCAVATION SHALL BE PAID AS ONE EACH OF ITEM 900.620 SPECIAL PROVISION (CAP CURB DROP INLET) OR 900.620 SPECIAL PROVISION (DECOMMISSION CURB DROP INLET).



PROPOSED TREATMENT OF CAPPED CURB DROP INLET

ITEM 900.620 - SPECIAL PROVISION (CAP CURB DROP INLET)



PROPOSED TREATMENT OF DECOMMISSIONED DROP INLET

ITEM 900.620 - SPECIAL PROVISION (DECOMMISSION CURB DROP INLET)

**DECOMMISSION /CAP
CURB DROP INLET DETAIL SHEET**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zlla346frm.dgn

PROJECT LEADER: PTS

DESIGNED BY: VTRANS

IPARM FILE NAME: pila346_35

PLOT DATE: 10/17/2013

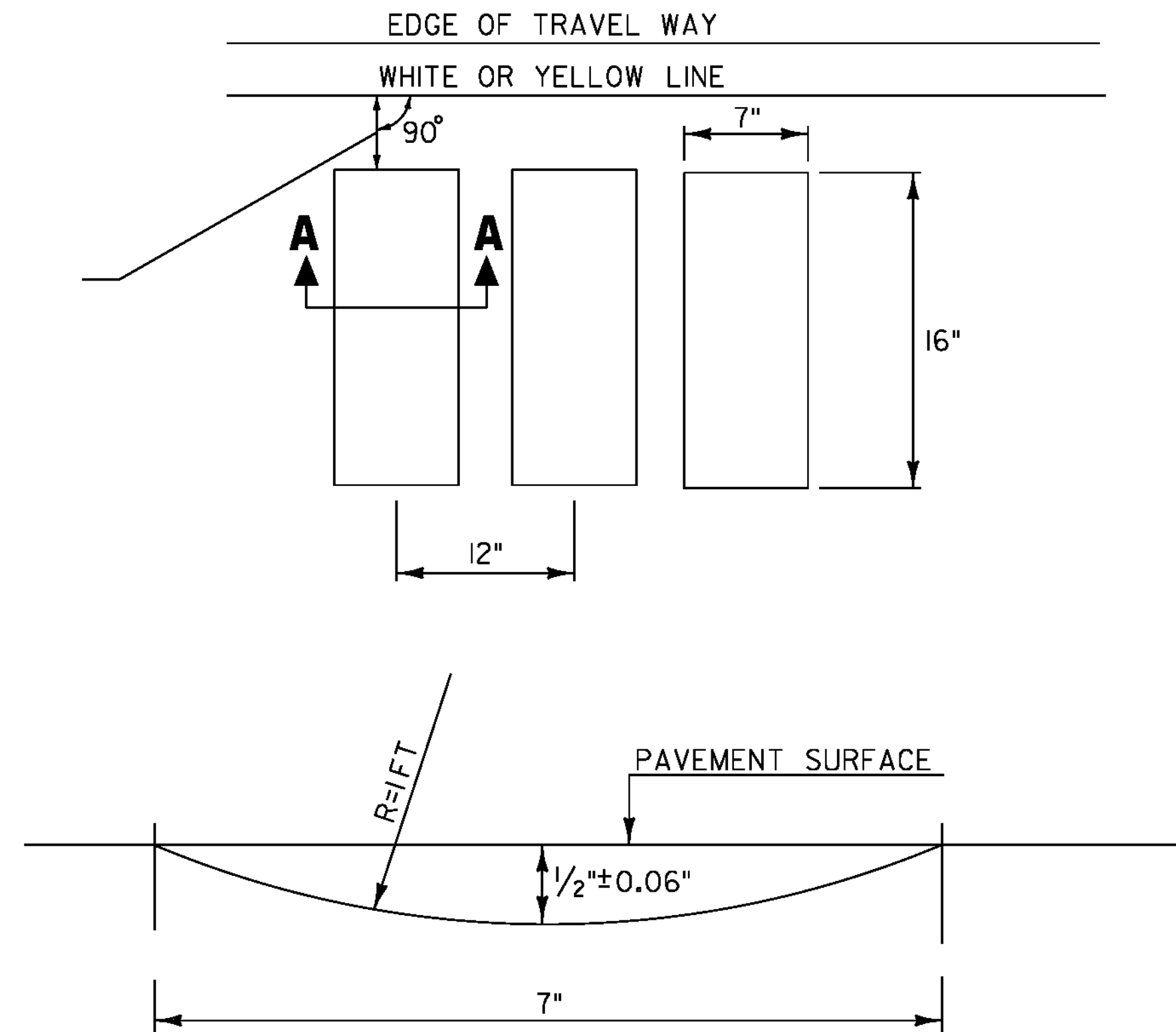
DRAWN BY: VTRANS

CHECKED BY: PTS

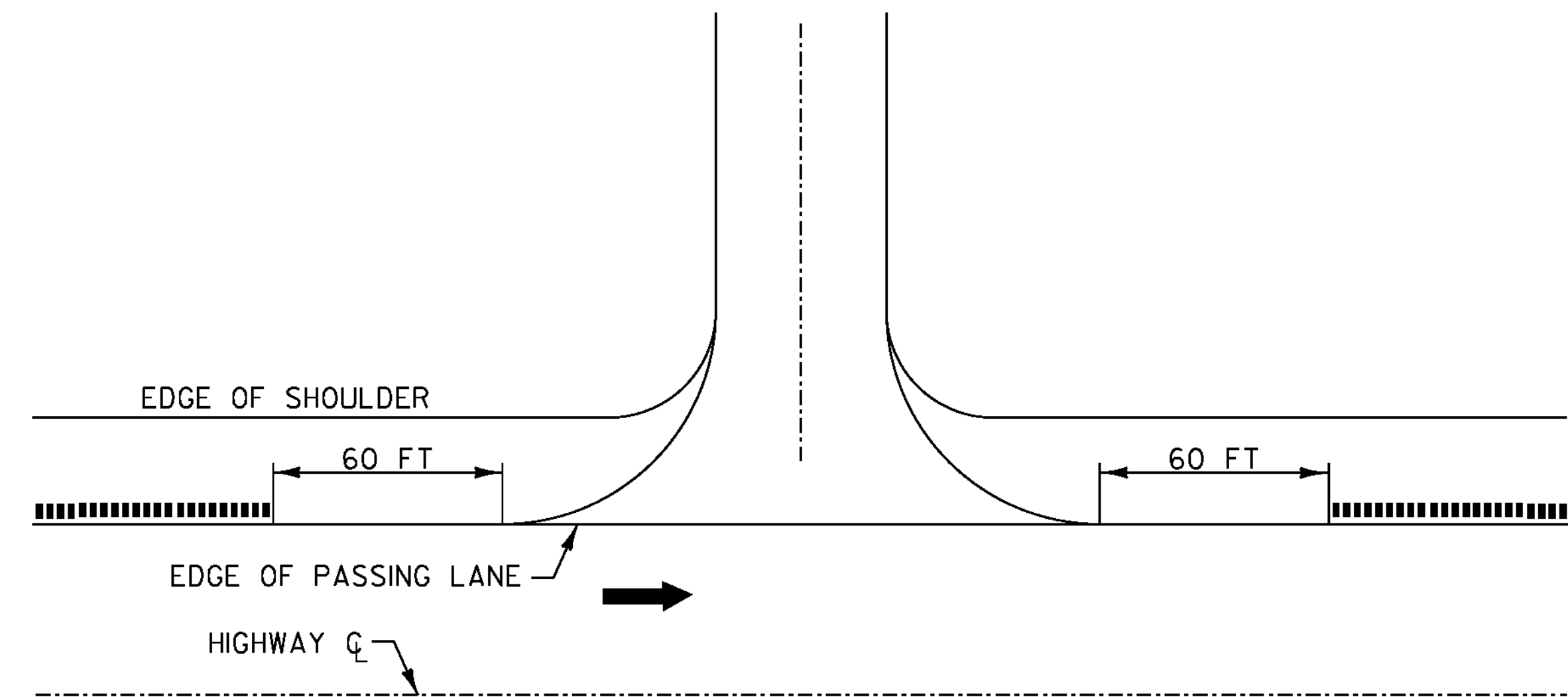
SHEET 35 OF 72

NOT TO SCALE

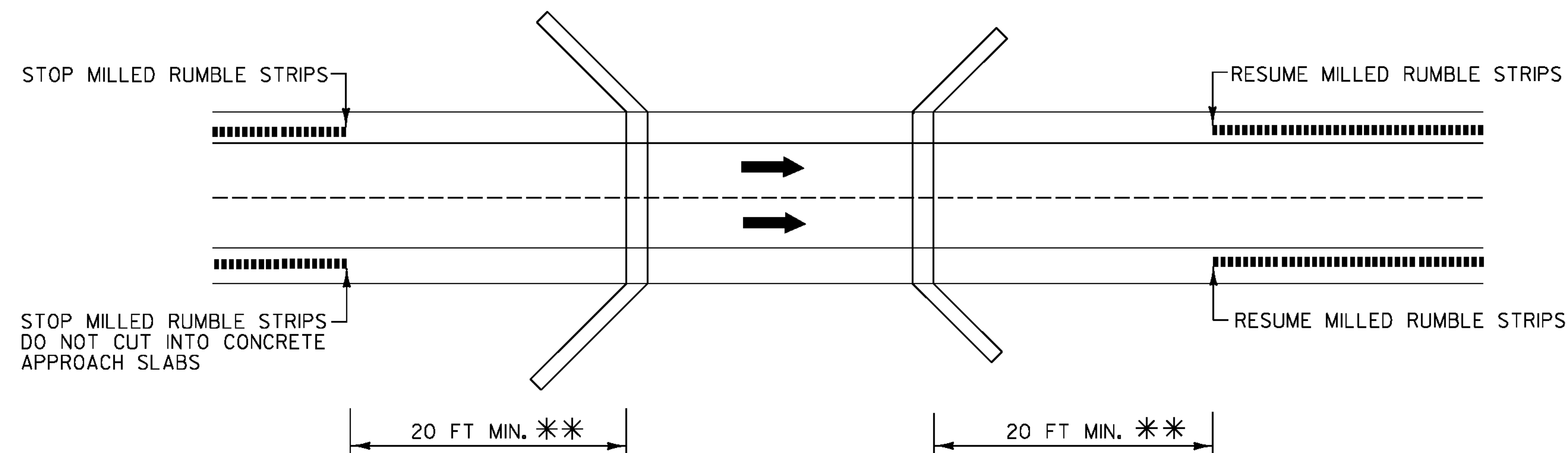
30" FOR ALL SHOULDERS 6' OR WIDER.
6" FOR ALL SHOULDERS LESS THAN
6' WIDE WITH NO GUARDRAIL.
MILLED RUMBLE STRIPS WILL NOT BE
REQUIRED IN GUARDRAIL AREAS WHERE
THE SHOULDER IS LESS THAN 6'.



SECTION A-A
TYPICAL MILLING DETAIL



U-TURN DETAIL



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

BRIDGE DETAIL

NOT TO SCALE

LEGEND

- ➡ DIRECTION OF TRAFFIC FLOW
..... MILLED RUMBLE STRIPS

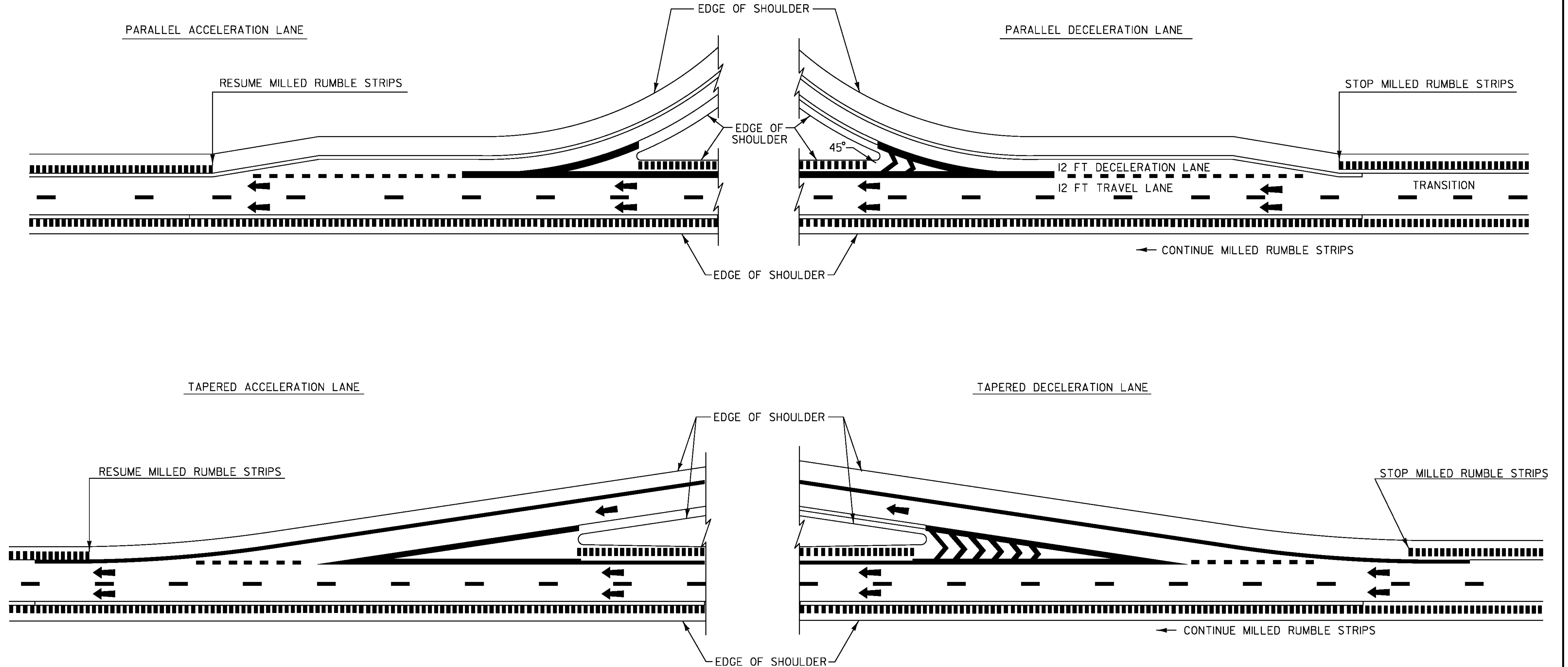
**MILLED RUMBLE
STRIP DETAIL SHEET 1**

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zila346frm.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: SNG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_36	SHEET 36 OF 72

TYPICAL MILLED RUMBLE STRIP DETAIL AT INTERCHANGES

NOTE

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



NOT TO SCALE

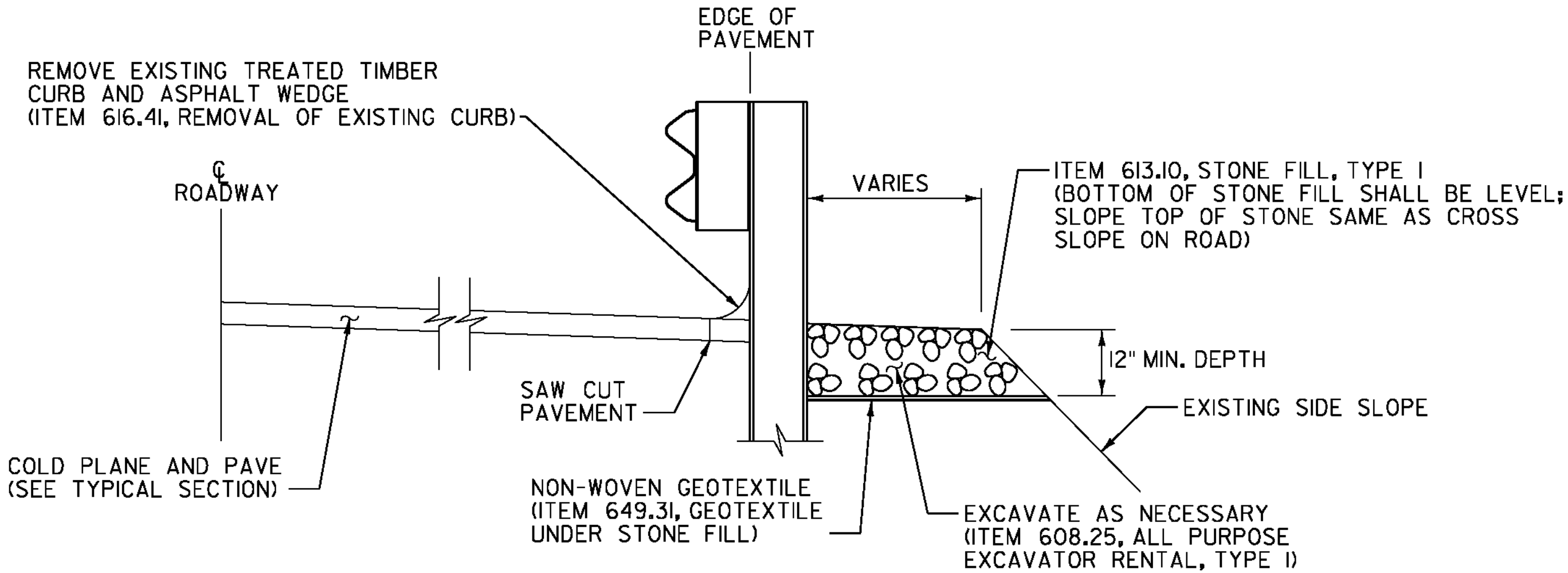
LEGEND

- ➔ DIRECTION OF TRAFFIC FLOW
- ▬▬▬▬▬▬ MILLED RUMBLE STRIPS

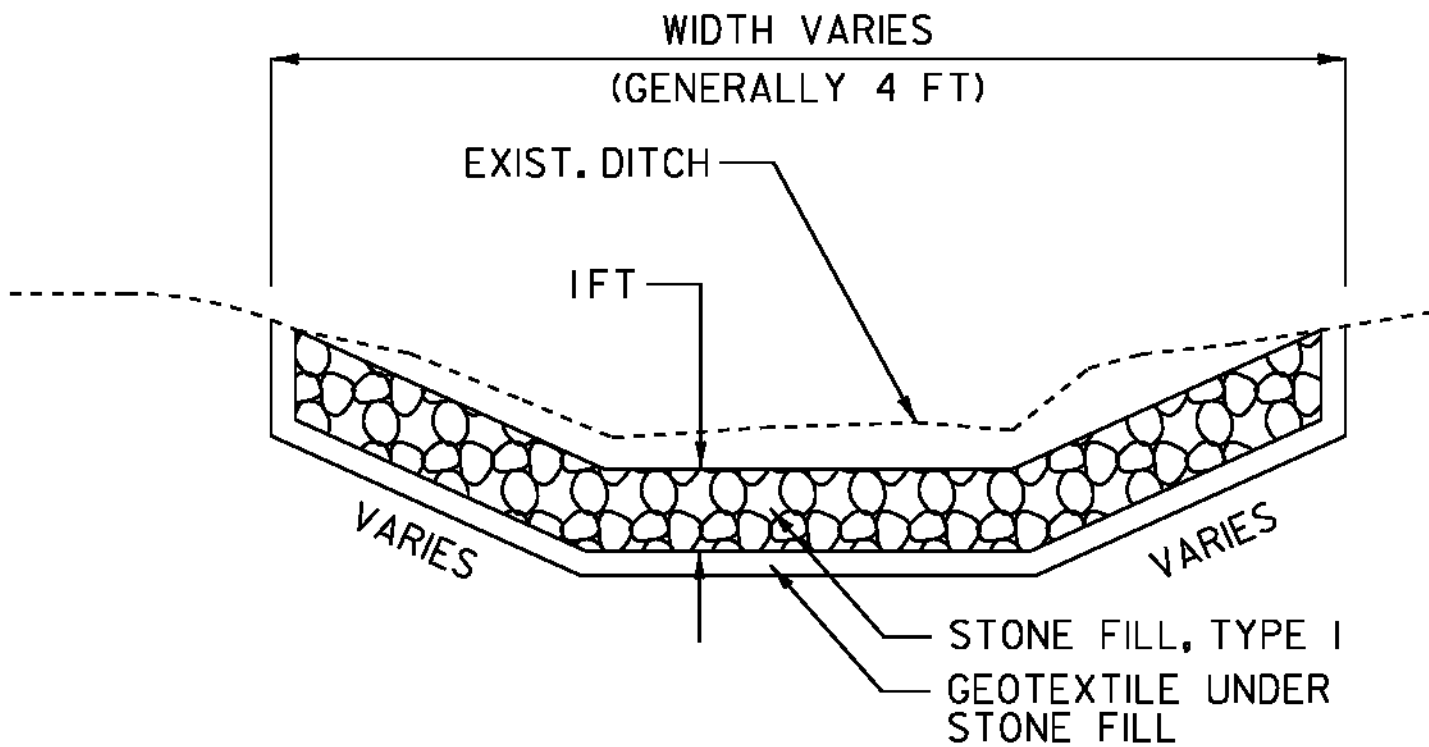
MILLED RUMBLE STRIP DETAIL SHEET 2

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zila346frm.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: SNG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_37	SHEET 37 OF 72

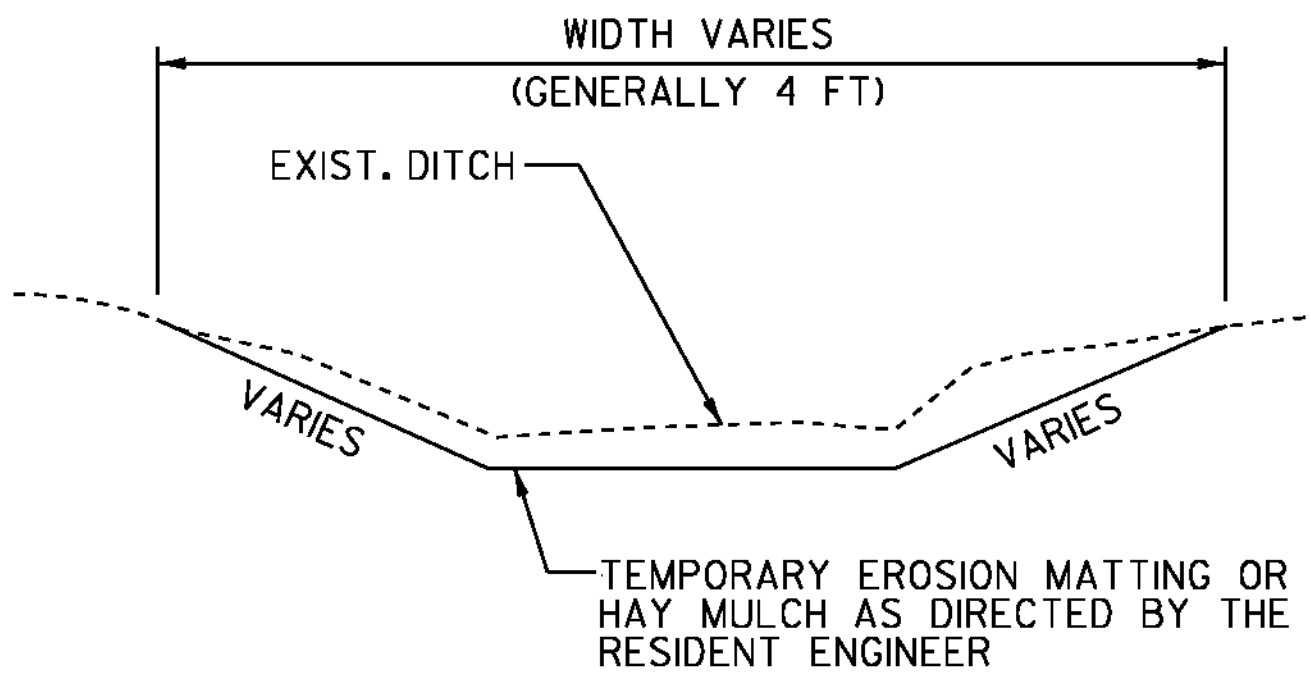
LOCATION				FEET OF DITCHING		MISC. ITEMS					REMARKS
SITE	MM	MM	POS.	PERCENT GRADE		613.10	613.11	649.31	651.15	653.20	
						STONE FILL, TYP. I	STONE FILL, TYP. II	GEOT. UNDER STONE FILL	SEED	TEMP. EROS. MATT.	
				1-2.5	2.5-10						
ST. JOHNSBURY-LYNDON				LF	LF	CY	CY	SY	LBS	SY	
NORTHBOUND:											
	128.699	137.121	LT/RT	1000					22	444	ESTIMATED QUANTITY TO BE USED AS DIRECTED BY THE ENGINEER
I-91 NORTHBOUND:											
1	129.552	129.613	RT			48		215			322' STONE FILL BACKING
2	129.803	129.866	RT			49		222			333' STONE FILL BACKING
3	129.930	129.937	RT			5		25			37' STONE FILL BACKING
4	129.953	130.083	RT			102		458			686' STONE FILL BACKING
5	130.148	130.240	RT			72		324			486' STONE FILL BACKING
6	130.240	130.315	RT			59		264			396' STONE FILL BACKING
7	130.650	130.690	RT		211	31		141			
8	131.480	131.550	LT		370	55		247			
9	131.480	131.550	RT		370	55		247			
10	131.600		LT			10		26			3 - SINK HOLES 3' x 7' x 4'
11	131.830	131.920	RT		475	70		317			
12	132.100	132.800	LT		3696	548		2464			
13	132.299	132.391	RT			72		324			486' STONE FILL BACKING
14	132.580	133.000	LT		2218	329		1479			
15	132.580	132.690	RT		581	86		387			
16	133.100	133.200	RT		528	78		352			
17	133.210	133.390	LT		950	141		633			
18	133.210	133.390	RT		950	141		633			
19	133.600	133.700	RT		528	78		352			
20	133.870	133.990	LT		634	94		423			
21	133.976	134.000	RT			19		84			127' STONE FILL BACKING
22	134.150	134.450	LT		1584	235		1056			
23	134.822	134.839	LT			13		60			90' STONE FILL BACKING
24	134.903	134.935	LT			25		113			169' STONE FILL BACKING
25	134.930	135.140	LT		1109	164		739			
26	135.010	135.170	RT		845	125		563			
27	135.320	135.900	LT		3062	454		2041			
28	135.520	135.900	RT		2006	297		1337			
29	135.906	136.111	RT			160		722			1082' STONE FILL BACKING
30	136.500		LT			4		20			6' X 20' SLOPE STABILIZATION ALONG WING WALL
31	EXIT 20 RAMP A		LT			2		11			4' X 14' SWALE
32	EXIT 20 RAMP E		LT			2		10			4' X 13' SWALE
33	EXIT 20 RAMP E		LT			1		6			5' X 6' SWALE
34	EXIT 21 RAMP B		RT			47		187			320' STONE FILL BACKING
I-91 NORTHBOUND SUBTOTAL				1000	20117	3671		16482	22	444	*SEE NEXT SHEET FOR PROJECT TOTALS



CURB REMOVAL AND STONE FILL BACKING DETAIL



DITCH DETAIL > 2.5 PERCENT



DITCH DETAIL < 2.5 PERCENT

DITCHING NOTES

- GRADES LESS THAN 1 PERCENT SHALL USE ITEM 651.15, SEED AND ITEM 651.25, HAY MULCH. GRADES BETWEEN 1 AND 2.5 PERCENT SHALL USE ITEM 651.25, HAY MULCH OR ITEM 653.20, TEMPORARY EROSION MATTING AS DIRECTED BY THE ENGINEER. GRADES OVER 2.5 PERCENT SHALL USE ITEM 649.31, GEOTEXTILE UNDER STONE FILL AND ITEM 613.10, STONE FILL TYPE I AS DIRECTED BY THE ENGINEER.
- PIPE INLET AND OUTLET AREAS AND DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS INDICATED ON THIS SHEET AND AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).

SEEDING FORMULA

RATE: DOUBLE IF HYDROSEEDING

% WT.	LBS./A.	NAME	PUR %	GERM %
38.0	32.0	CREeping RED FESCUE	98	90
29.0	24.0	SPARTAN HEAD FESCUE	95	85
15.0	12.0	AZAY SHEEP'S FESCUE	95	87
15.0	12.0	ANNUAL RYE GRASS	95	90
3.0	--	INERTS	--	--
100.0	80 LB/A			

SEEDING NOTES

- SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- SEED: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.
- FERTILIZER: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).
- AGRICULTURAL LIMESTONE: TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.
- HAY MULCH: TO BE PLACED ON THE EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.
- TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

NORTHBOUND DITCH CLEANING SHEET

PROJECT NAME:	ST. JOHNSBURY-LYNDON
PROJECT NUMBER:	IM 091-3(50)
FILE NAME:	11a346/cos/z11a346frm.dgn
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	p11a346_38
PLOT DATE:	10/17/2013
DRAWN BY:	SGN
CHECKED BY:	PTS
SHEET	38 OF 72

NOT TO SCALE

LOCATION				FEET OF DITCHING		MISC. ITEMS					REMARKS
SITE	MM	MM	POS.			PERCENT GRADE		613.10	613.11	649.31	
				1-2.5	2.5-10	STONE FILL, TYP. I	STONE FILL, TYP. II	GEOT. UNDER STONE FILL	SEED	TEMP. EROS. MATT.	
						ST. JOHNSBURY-LYNDON	LF	LF	CY	CY	
SOUTHBOUND:											
128.698 137.214 LT/RT				1000					22	444	ESTIMATED QUANTITY TO BE USED AS DIRECTED BY THE ENGINEER
I-91 SOUTHBOUND:											
1	129.680	129.700	RT		106	16		71			
2	129.969	130.000	LT			24		109			164' STONE FILL BACKING
3	130.000	130.129	LT			101		454			681' STONE FILL BACKING
4	130.535	130.606	LT			56		250			375' STONE FILL BACKING
5	131.240	131.480	RT		1267	188		845			
6	131.780	131.960	RT		950	141		633			
7	131.533	131.650	LT			92		412			618' STONE FILL BACKING
8	131.650	131.690	LT			31		141			211' STONE FILL BACKING
9	131.690	131.750	LT			47		211			317' STONE FILL BACKING
10	131.750	131.835	LT			66		299			449' STONE FILL BACKING
11	132.022	132.087	LT			51		229			343' STONE FILL BACKING
12	132.180	132.290	LT		581	86		387			
13	132.180	132.290	RT		581	86		387			
14	132.589	132.639	RT			39		176			264' STONE FILL BACKING
15	132.680	132.800	RT		634	94		423			
16	133.033	133.081	RT			38		169			253' STONE FILL BACKING
17	133.630	133.800	LT		898	133		599			
18	133.400	133.770	RT		1954	289		1303			
19	133.727	133.750	RT			18		81			121' STONE FILL BACKING
20	133.750	133.770	RT			16		70			106' STONE FILL BACKING
21	133.770	133.869	RT			77		348			523' STONE FILL BACKING
22	133.820	133.950	LT		686	102		457			
23	133.820	133.950	RT		686	102		457			
24	134.069	134.150	LT			63		285			428' STONE FILL BACKING
25	134.390	134.900	LT		2693	399		1795			
26	134.800	135.200	LT		2112	313		1408			
27	134.840	135.200	RT		1901	282		1267			
28	135.209	135.251	LT			33		148			222' STONE FILL BACKING
29	135.390	135.600	LT		1109	164		739			
30	135.390	135.600	RT		1109	164		739			
31	135.326	135.340	RT			11		49			74' STONE FILL BACKING
32	135.340	135.370	RT			23		106			158' STONE FILL BACKING
33	135.370	135.419	RT			38		172			259' STONE FILL BACKING
34	135.660	135.940	LT		1478	219		985			

LOCATION				FEET OF DITCHING		MISC. ITEMS					REMARKS
SITE	MM	MM	POS.	PERCENT GRADE		613.10	613.11	649.31	651.15	653.20	
				1-2.5	2.5-10	STONE FILL, TYP. I	STONE FILL, TYP. II	GEOT. UNDER STONE FILL	SEED	TEMP. EROS. MATT.	
				LF	LF	CY	CY	SY	LBS	SY	
35	135.679	135.701	RT			17		77			116' STONE FILL BACKING
36	135.969	136.052	RT			65		292			438' STONE FILL BACKING
37	136.000	136.140	RT		739	109		493			
38	136.079	136.096	RT			13		60			90' STONE FILL BACKING
39	136.642	136.661	LT			15		67			100' STONE FILL BACKING
40	137.056	137.092	LT			28		127			190' STONE FILL BACKING
41	137.176	137.219	LT			34		151			227' STONE FILL BACKING
42	EXIT 20 RAMP D		LT			2		10			4' X 13' SWALE
43	EXIT 21 RAMP C		RT			127		569			854' STONE FILL BACKING
44	EXIT 22 RAMP C		RT		1085	161		723			
I-91 NORTHBOUND SUBTOTAL				1000	20117	3671		16482	22	444	
I-91 SOUTHBOUND SUBTOTAL				1000	20569	4173		18773	22	444	
ITEM 621.50 MANUFACTURED TERMINAL SECTION, FLARED											
NORTHBOUND MTS TOTALS									30	450	
SOUTHBOUND MTS TOTALS									34	550	
ITEM 621.60 ANCHOR FOR STEEL BEAM RAIL											
NORTHBOUND ANCHOR TOTALS									2	175	
SOUTHBOUND ANCHOR TOTALS									2	200	
PROJECT SUBTOTALS				2000	40686	7844		35255	112	2263	
ROUNDINGS						56		345	3	17	
PROJECT TOTALS						7900		35600	115	2280	

SOUTHBOUND DITCH
CLEANING SHEET

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 091-3(50)	
FILE NAME: Ila346/cos/zlla346frm.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: SNG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_39	SHEET 39 OF 72

NOT TO SCALE

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA

NORTHBOUND
128.699 TO 131.500 SOLID RT
128.699 TO 131.500 DASHED CL
SOUTHBOUND
128.698 TO 131.500 SOLID LT
128.698 TO 131.500 DASHED CL

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA

NORTHBOUND
128.699 TO 131.500 SOLID LT
SOUTHBOUND
128.698 TO 131.500 SOLID RT

REHAB. DROP INLETS,
CATCH BASINS, OR MANHOLES,
CLASS I OR CLASS II

NORTHBOUND
128.897 LT (DI)
128.897 RT (DI)
SOUTHBOUND
128.872 LT (DI)
128.872 RT (DI)

SPECIAL PROVISION
(CAP CURB DROP INLET)

NORTHBOUND
129.966 RT (DI) (PLUGGED)
130.078 RT (DI) (PLUGGED)
SOUTHBOUND
130.049 LT (DI) (PLUGGED)

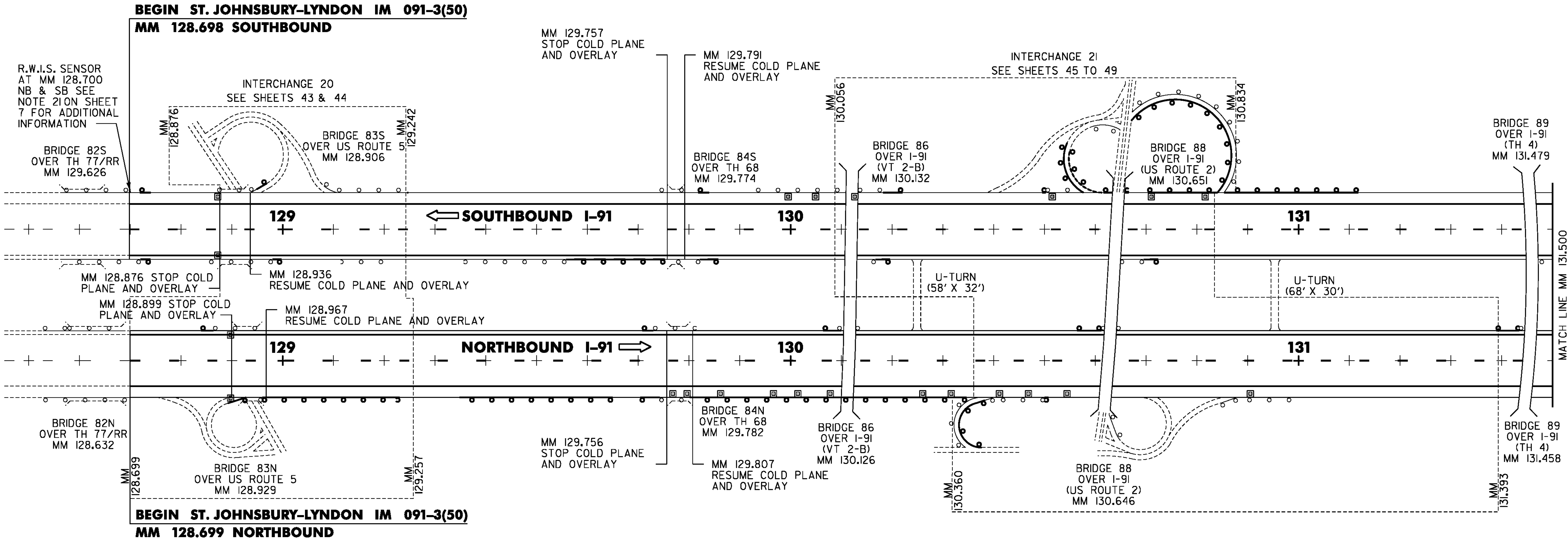
SPECIAL PROVISION
(DECOMMISSION CURB DROP INLET)

NORTHBOUND
129.862 RT (DI)
130.014 RT (DI)
130.260 RT (DI)
130.316 RT (DI)
130.411 RT (DI)
130.468 RT (DI)
130.544 RT (DI)
130.905 RT (DI)
SOUTHBOUND
129.995 LT (DI)
130.126 LT (DI)
130.515 LT (DI)
130.710 LT (DI)
130.816 LT (DI)

BITUMINOUS CONCRETE CURB, TYPE A
REMOVAL OF EXISTING CURB
STEEL BEAM GUARDRAIL, GALVANIZED
STEEL BEAM GUARDRAIL, GALVANIZED W/8' POSTS
MANUFACTURED TERMINAL SECTION, FLARED
ANCHOR FOR STEEL BEAM RAIL
REPLACE GUARDRAIL POST ASSEMBLY
REPLACE GUARDRAIL BEAM UNIT
REMOVAL AND DISPOSAL OF GUARDRAIL
DELINEATOR WITH STEEL POST
SEE ITEM DETAIL SUMMARY SHEETS

STONE FILL TYPE I
GEOTEXTILE UNDER STONE FILL
SEE DITCH CLEANING SHEETS

REMOVING SIGNS
AS SHOWN - 18



NORTHBOUND
PAVEMENT CORES (IN SHOULDERS)

#	MM	DEPTH	PCC
1	129.40	4.50	NO
2	130.00	6.00	NO
3	130.80	4.25	NO
4	131.40	5.00	NO

SOUTHBOUND
PAVEMENT CORES (IN SHOULDERS)

#	MM	DEPTH	PCC
14	129.00	5.25	NO
15	129.50	5.75	NO
16	130.00	5.50	NO
17	130.50	5.75	NO
18	131.00	5.50	NO
19	131.50	5.25	NO

NB 127.500 RT
NB 127.500 LT
SB 128.450 LT
NB 129.100 RT



NB 131.195 RT
SB 130.100 LT



NB 131.195 RT
SB 130.100 LT



LEGEND

R = REMOVE EXISTING
S = SALVAGE
R&S = REMOVE AND SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
= EXISTING GUARDRAIL
= PROPOSED GUARDRAIL
YL = YELLOW LINE
WL = WHITE LINE
—○ = DELINEATOR

MAINLINE LAYOUT 1

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zlla346bdr_nu.dgn PLOT DATE: 10/17/2013
PROJECT LEADER: PTS DRAWN BY: JLS
DESIGNED BY: NLL CHECKED BY: PTS
IPARM FILE NAME: pila346_40 SHEET 40 OF 72

NOT TO SCALE

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA
NORTHBOUND
131.500 TO 134.500 SOLID RT
131.500 TO 134.500 DASHED CL
SOUTHBOUND
131.500 TO 134.500 SOLID LT
131.500 TO 134.500 DASHED CL

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA
NORTHBOUND
131.500 TO 134.500 SOLID LT
SOUTHBOUND
131.500 TO 134.500 SOLID RT

REHAB. DROP INLETS,
CATCH BASINS, OR MANHOLES,
CLASS I OR CLASS II

NORTHBOUND
133.963 RT (DI)
SOUTHBOUND
132.094 RT (DI)
132.572 RT (DI)

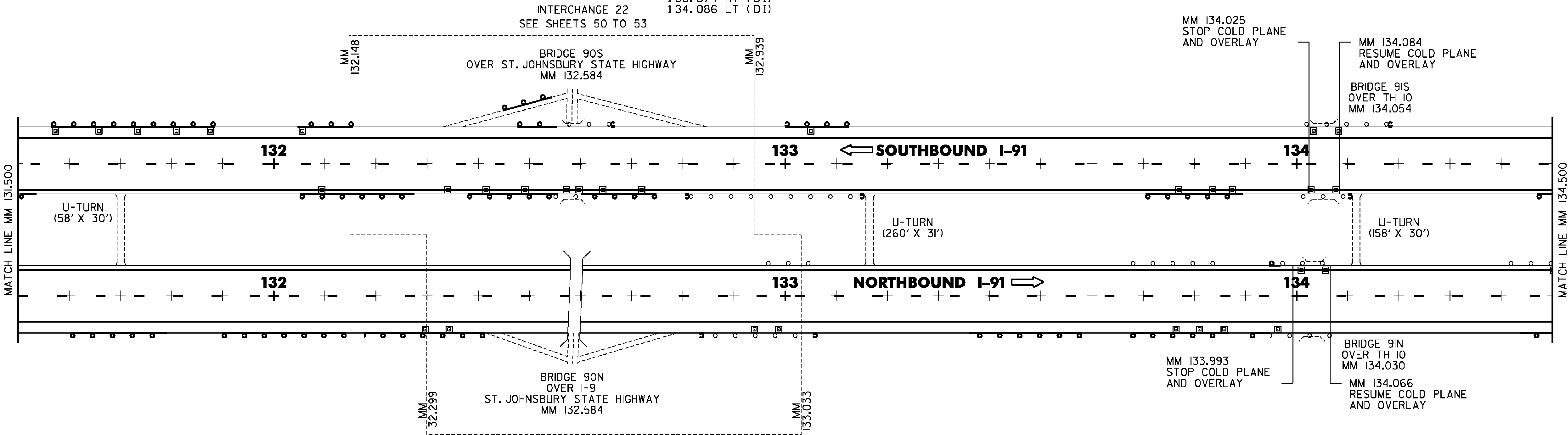
SPECIAL PROVISION
(DECOMMISSION CURB DROP INLET)

NORTHBOUND
132.296 RT (DI)
132.343 RT (DI)
132.940 RT (DI)
132.987 RT (DI)
133.764 RT (DI)
133.810 RT (DI)
133.858 RT (DI)
SOUTHBOUND
131.573 LT (DI)
131.658 LT (DI)
131.734 LT (DI)
131.810 LT (DI)
131.876 LT (DI)
132.056 LT (DI)
132.416 RT (DI)
132.491 RT (DI)
132.597 RT (DI)
132.719 RT (DI)
133.050 LT (DI)
133.769 RT (DI)
133.836 RT (DI)
133.874 RT (DI)
134.086 LT (DI)

BITUMINOUS CONCRETE CURB, TYPE A
REMOVAL OF EXISTING CURB
CABLE GUARDRAIL
CABLE GUARDRAIL J-BOLT, GALVANIZED
CABLE GUARDRAIL SPLICE UNIT
REPLACEMENT OF GUARDRAIL CABLE
STEEL BEAM GUARDRAIL, GALVANIZED
MANUFACTURED TERMINAL SECTION, FLARED
ANCHOR FOR STEEL BEAM RAIL
REPLACE GUARDRAIL POST ASSEMBLY
REPLACE GUARDRAIL BEAM UNIT
REMOVAL AND DISPOSAL OF GUARDRAIL
DELINEATOR WITH STEEL POST
SEE ITEM DETAIL SUMMARY SHEETS

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
SEE DITCH CLEANING SHEETS

REMOVING SIGNS
AS SHOWN - 6



NORTHBOUND
PAVEMENT CORES (IN SHOULDERS)

#	MM	DEPTH	PCC
5	132.00	4.25	NO
6	132.50	5.00	NO
7	133.10	4.25	NO
8	133.50	5.25	NO
9	133.95	6.25	NO
10	134.50	4.50	NO

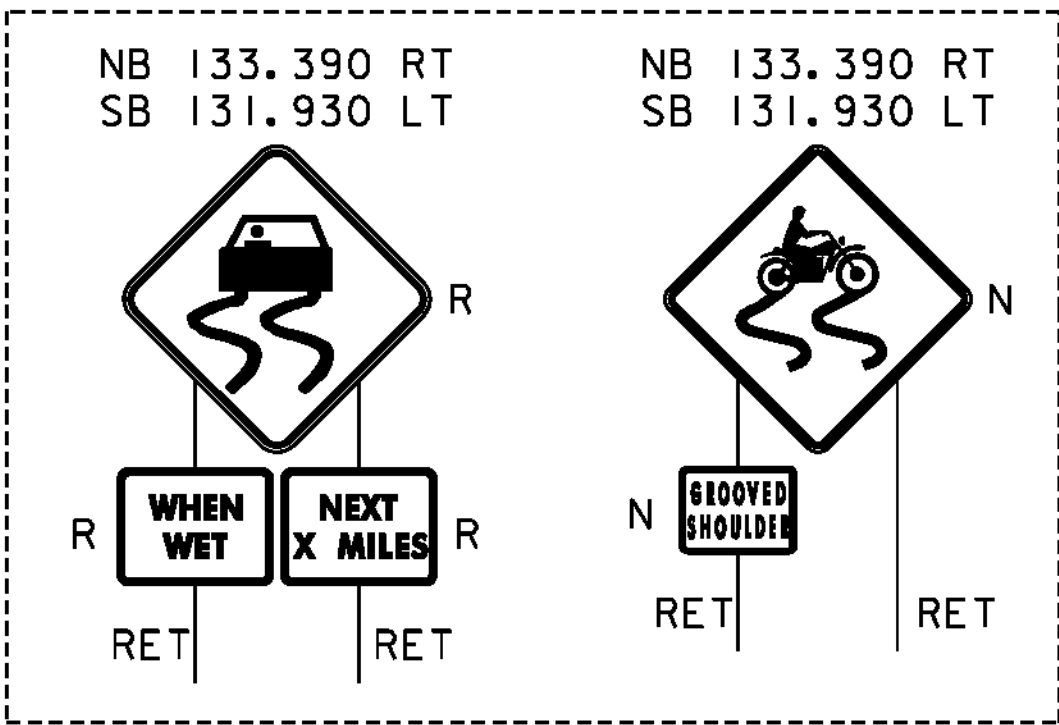
SOUTHBOUND
PAVEMENT CORES (IN SHOULDERS)

#	MM	DEPTH	PCC
20	132.00	6.50	NO
21	132.50	5.50	NO
22	133.00	8.00	NO
23	133.50	5.00	NO
24	134.00	4.00	NO
25	134.50	5.00	NO

SOUTHBOUND
PAVEMENT CORES (IN TRAVEL LANE)
DATED 4/24/2013

#	MM	DEPTH	PCC	DESC
13	132.71	10.50	NO	RWP/TL
14	132.67	11.00	NO	RWP/TL
15	132.64	10.00	NO	RWP/TL
16	132.85	10.00	NO	LWP/PL
17	132.78	10.50	NO	LWP/PL
18	132.72	10.00	NO	LWP/PL

RWP=RIGHT WHEEL PATH TL=TRAVEL LANE
LWP=LEFT WHEEL PATH PL=PASSING LANE



LEGEND

R = REMOVE EXISTING
S = SALVAGE
R&S = REMOVE AND SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
= EXISTING GUARDRAIL
= PROPOSED GUARDRAIL
YL = YELLOW LINE
WL = WHITE LINE
—○ = DELINEATOR

MAINLINE LAYOUT 2

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 09I-3(50)

FILE NAME: Ila346/cos/zlla346bdr_nu.dgn PLOT DATE: 10/17/2013
PROJECT LEADER: PTS DRAWN BY: JLS
DESIGNED BY: NLL CHECKED BY: PTS
IPARM FILE NAME: pila346_4I SHEET 4I OF 72

NOT TO SCALE

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA

NORTHBOUND
134.500 TO 137.121 SOLID RT
134.500 TO 137.121 DASHED CL
SOUTHBOUND
134.500 TO 137.214 SOLID LT
134.500 TO 137.214 DASHED CL

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA

NORTHBOUND
134.500 TO 137.121 SOLID LT
SOUTHBOUND
134.500 TO 137.214 SOLID RT

REHAB. DROP INLETS,
CATCH BASINS, OR MANHOLES,
CLASS I OR CLASS II

SOUTHBOUND
135.199 LT (DI)
137.128 LT (DI)

SPECIAL PROVISION
(CAP CURB DROP INLET)

SOUTHBOUND
136.108 RT (DI) (PLUGGED)

SPECIAL PROVISION
(DECOMMISSION CURB DROP INLET)

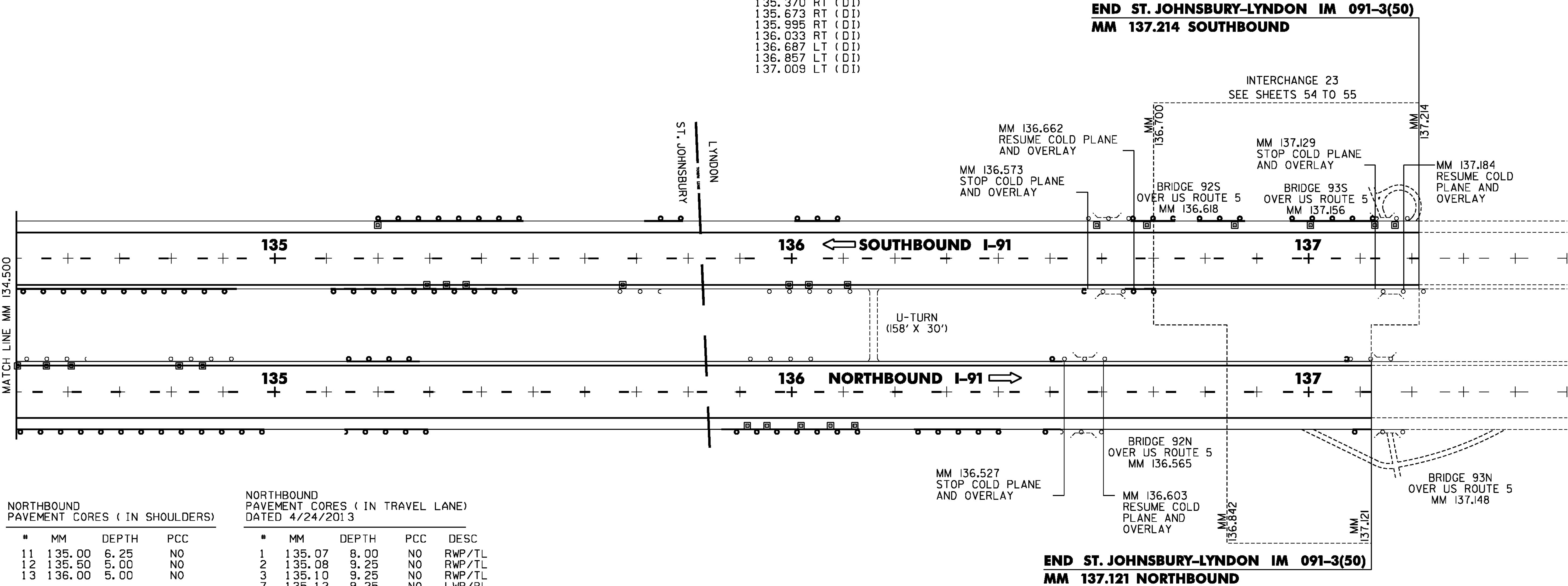
NORTHBOUND
134.502 LT (DI)
134.558 LT (DI)
134.606 LT (DI)
134.815 LT (DI)
134.860 LT (DI)
135.914 RT (DI)
135.952 RT (DI)
136.018 RT (DI)
136.075 RT (DI)
136.122 RT (DI)
SOUTHBOUND
135.294 RT (DI)
135.332 RT (DI)
135.370 RT (DI)
135.673 RT (DI)
135.995 RT (DI)
136.033 RT (DI)
136.687 LT (DI)
136.857 LT (DI)
137.009 LT (DI)

REMOVAL OF EXISTING CURB
CABLE GUARDRAIL
CABLE GUARDRAIL J-BOLT, GALVANIZED
CABLE GUARDRAIL SPLICE UNIT
REPLACEMENT OF GUARDRAIL CABLE
STEEL BEAM GUARDRAIL, GALVANIZED
MANUFACTURED TERMINAL SECTION, FLARED
ANCHOR FOR STEEL BEAM RAIL
REPLACE GUARDRAIL POST ASSEMBLY
REPLACE GUARDRAIL BEAM UNIT
REMOVAL AND DISPOSAL OF GUARDRAIL
DELINEATOR WITH STEEL POST
SEE ITEM DETAIL SUMMARY SHEETS

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
SEE DITCH CLEANING SHEETS

REMOVING SIGNS
AS SHOWN - 9

END ST. JOHNSBURY-LYNDON IM 091-3(50)
MM 137.214 SOUTHBOUND



NORTHBOUND
PAVEMENT CORES (IN SHOULDERS)

#	MM	DEPTH	PCC
11	135.00	6.25	NO
12	135.50	5.00	NO
13	136.00	5.00	NO

NORTHBOUND
PAVEMENT CORES (IN TRAVEL LANE)
DATED 4/24/2013

#	MM	DEPTH	PCC	DESC
1	135.07	8.00	NO	RWP/TL
2	135.08	9.25	NO	RWP/TL
3	135.10	9.25	NO	RWP/TL
7	135.12	9.25	NO	LWP/PL
8	135.17	9.50	NO	LWP/PL
9	135.21	10.00	NO	LWP/PL

RWP=RIGHT WHEEL PATH TL=TRAVEL LANE
LWP=LEFT WHEEL PATH PL=PASSING LANE

SOUTHBOUND
PAVEMENT CORES (IN SHOULDERS)

#	MM	DEPTH	PCC
26	135.00	5.00	NO
27	135.50	4.75	NO
28	136.05	5.75	NO
29	136.50	6.00	NO
30	136.50	4.00	NO
31	137.10	4.00	NO

SOUTHBOUND
PAVEMENT CORES (IN TRAVEL LANE)
DATED 4/24/2013

#	MM	DEPTH	PCC	DESC
4	135.31	11.00	NO	RWP/TL
5	135.26	9.50	NO	RWP/TL
6	135.21	10.00	NO	RWP/TL
10	135.26	9.75	NO	LWP/PL
11	135.19	9.00	NO	LWP/PL
12	135.12	10.00	NO	LWP/PL

RWP=RIGHT WHEEL PATH TL=TRAVEL LANE
LWP=LEFT WHEEL PATH PL=PASSING LANE

SB 137.650 LT
SB 137.650 RT
SB 136.800 LT



LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE
- = DELINEATOR

MAINLINE LAYOUT 3

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zlla346bdr_nu.dgn PLOT DATE: 10/17/2013
PROJECT LEADER: PTS DRAWN BY: JLS
DESIGNED BY: NLL CHECKED BY: PTS
IPARM FILE NAME: pila346_42 SHEET 42 OF 72

NOT TO SCALE

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA

RAMP A SOLID RT 1381'
RAMP B SOLID LT 1069'
RAMP E SOLID RT 297'
RAMP G SOLID RT 102'
128.699 TO 128.766 DASHED RT 355'
128.909 TO 129.257 DOTTED RT 1840'

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA

RAMP A SOLID LT 960'
RAMP A SOLID LT 416'
RAMP B SOLID LT 1000'
RAMP B SOLID LT 141'
RAMP E SOLID LT 293'
RAMP G SOLID LT 105'

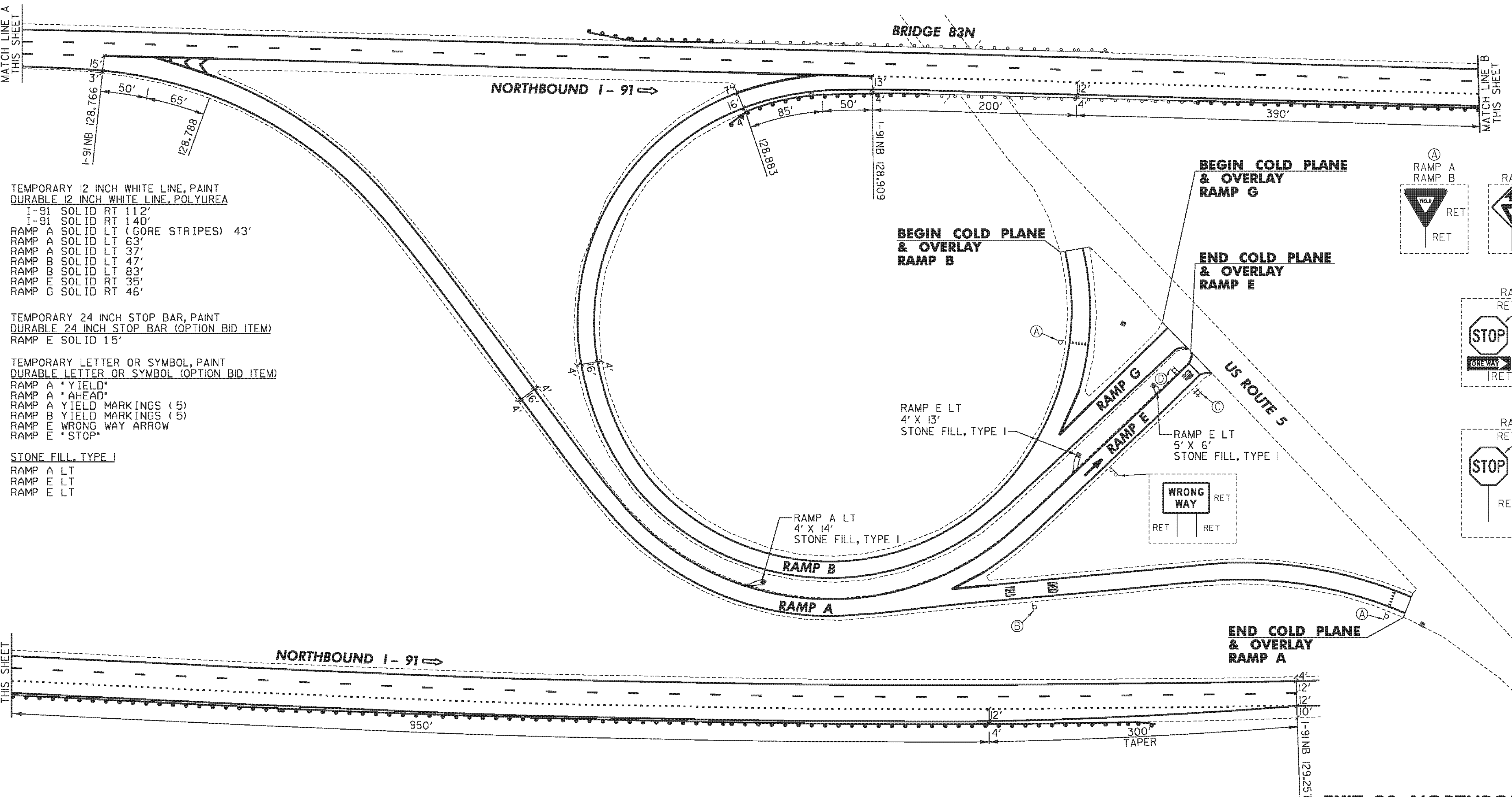
BRIDGE 82N

NORTHBOUND I-91

BEGIN ST. JOHNSBURY-LYNDON IM 091-3(50)
MM 128.699 NORTHBOUND

BRIDGE 83N

NORTHBOUND I-91



TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA

I-91 SOLID RT 112'
I-91 SOLID RT 140'
RAMP A SOLID LT (GORE STRIPES) 43'
RAMP A SOLID LT 63'
RAMP A SOLID LT 37'
RAMP B SOLID LT 47'
RAMP B SOLID LT 83'
RAMP E SOLID RT 35'
RAMP G SOLID RT 46'

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)
RAMP E SOLID 15'

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)

RAMP A *YIELD*
RAMP A *AHEAD*
RAMP A YIELD MARKINGS (5)
RAMP B YIELD MARKINGS (5)
RAMP E WRONG WAY ARROW
RAMP E *STOP*

STONE FILL, TYPE I

RAMP A LT
RAMP E LT
RAMP E LT

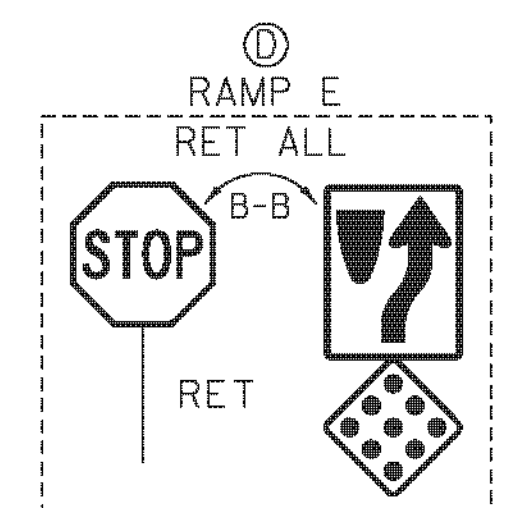
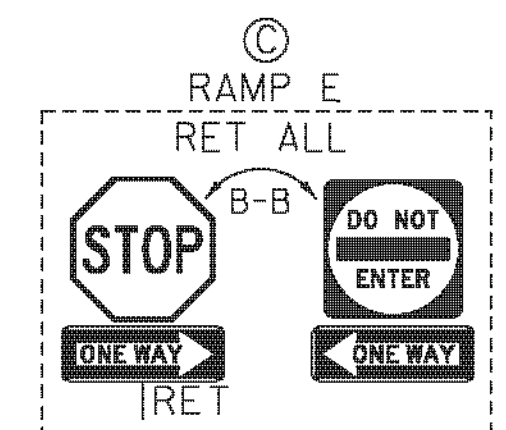
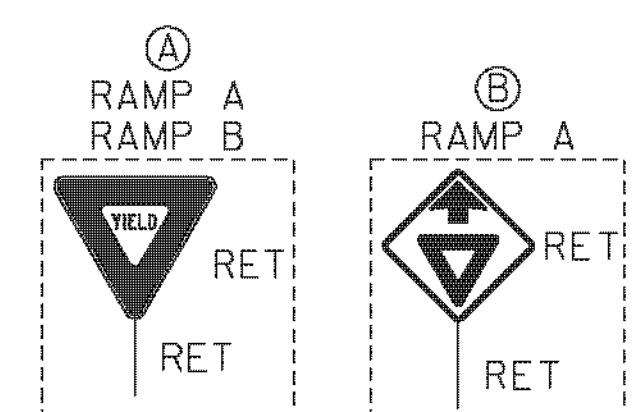
BEGIN COLD PLANE
& OVERLAY
RAMP G

BEGIN COLD PLANE
& OVERLAY
RAMP B

END COLD PLANE
& OVERLAY
RAMP E

US ROUTE 5

END COLD PLANE
& OVERLAY
RAMP A



EXIT 20 NORTHBOUND DETAIL SHEET

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zlla346int20nb.dgn PLOT DATE: 10/17/2013

PROJECT LEADER: PTS DRAWN BY: JLS

DESIGNED BY: NLL CHECKED BY: PTS

IPARM FILE NAME: pila346_43 SHEET 43 OF 72

NOT TO SCALE

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA
RAMP B SOLID RT 645'
130.382 TO 130.609 DOTTED RT 1200'

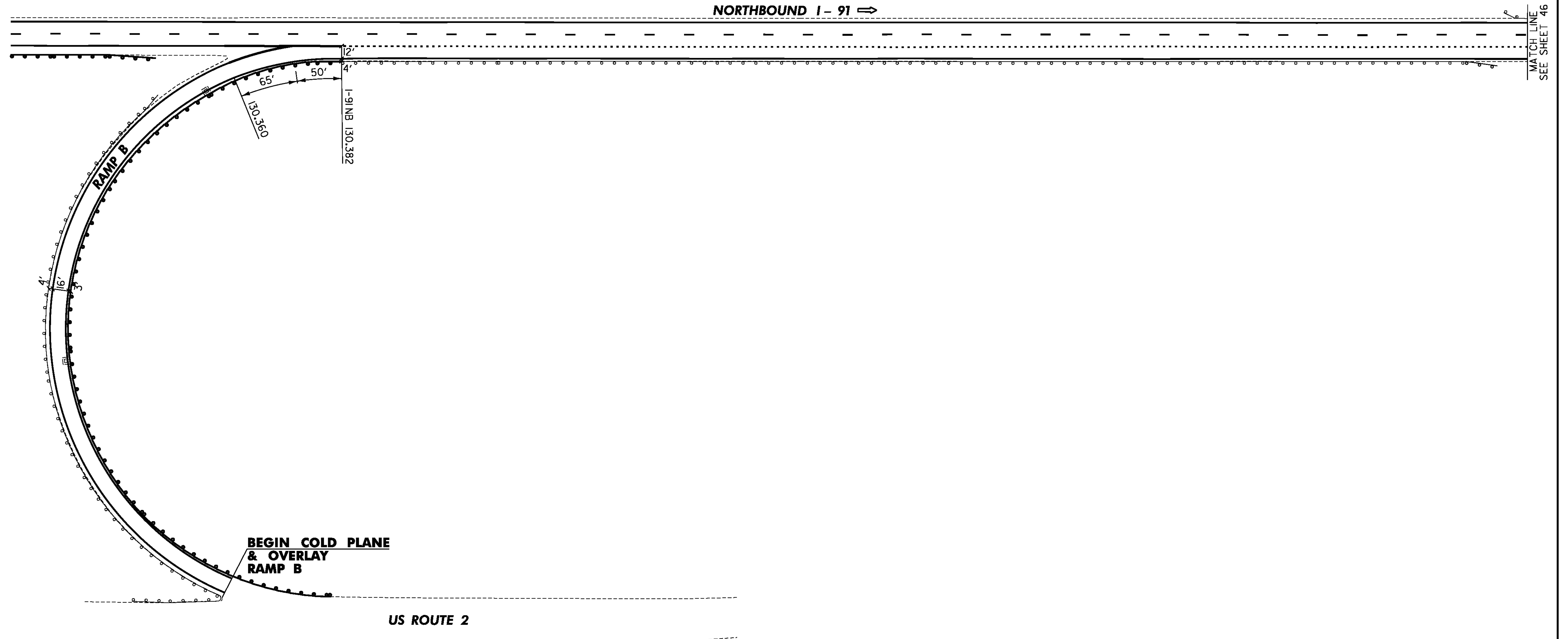
TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA
RAMP B SOLID LT 682'

TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA
I-91 SOLID RT 118'
RAMP B SOLID LT 66'

REMOVAL OF EXISTING CURB
STEEL BEAM GUARDRAIL, GALVANIZED
ANCHOR FOR STEEL BEAM RAIL
REMOVAL AND DISPOSAL OF GUARDRAIL
DELINEATOR WITH STEEL POST
SEE ITEM DETAIL SUMMARY SHEETS

SPECIAL PROVISION
(DECOMMISSION CURB DROP INLET)
RAMP B RT (2)

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
SEE NORTHBOUND DITCH CLEANING SHEET



NOT TO SCALE

EXIT 21 NORTHBOUND DETAIL SHEET 1

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zlla346int2Inbl.dgn PLOT DATE: 10/17/2013

PROJECT LEADER: PTS DRAWN BY: JLS

DESIGNED BY: NLL CHECKED BY: PTS

IPARM FILE NAME: pila346_45 SHEET 45 OF 72

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA

RAMP D SOLID RT 1046'
RAMP F SOLID RT 1774'
RAMP G SOLID RT 97'
130.609 TO 130.672 DOTTED RT 335'
130.867 TO 131.403 DOTTED RT 2830'

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA

RAMP D SOLID LT 980'
RAMP D SOLID LT 142'
RAMP F SOLID LT 1776'
RAMP G SOLID LT 98'

TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA

I-91 SOLID RT 123'
I-91 SOLID RT 152'
RAMP D SOLID LT 74'
RAMP D SOLID LT (GORE STRIPES) 40'
RAMP D SOLID LT 38'
RAMP F SOLID LT 101'
RAMP G SOLID RT 41'

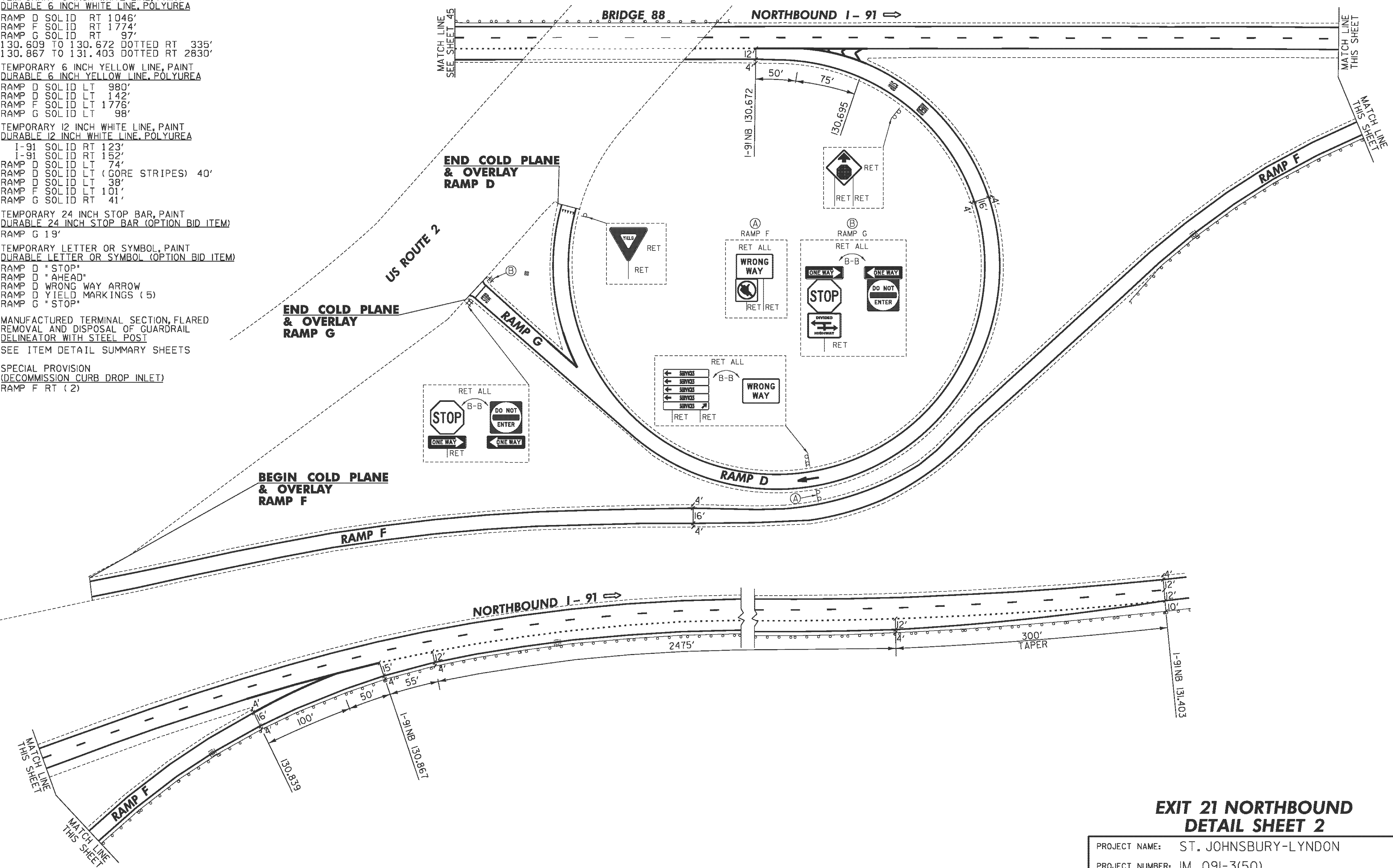
TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)
RAMP G 19'

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)

RAMP D "STOP"
RAMP D "AHEAD"
RAMP D WRONG WAY ARROW
RAMP D YIELD MARKINGS (5)
RAMP G "STOP"

MANUFACTURED TERMINAL SECTION, FLARED
REMOVAL AND DISPOSAL OF GUARDRAIL
DELINEATOR WITH STEEL POST
SEE ITEM DETAIL SUMMARY SHEETS

SPECIAL PROVISION
(DECOMMISSION CURB DROP INLET)
RAMP F RT (2)



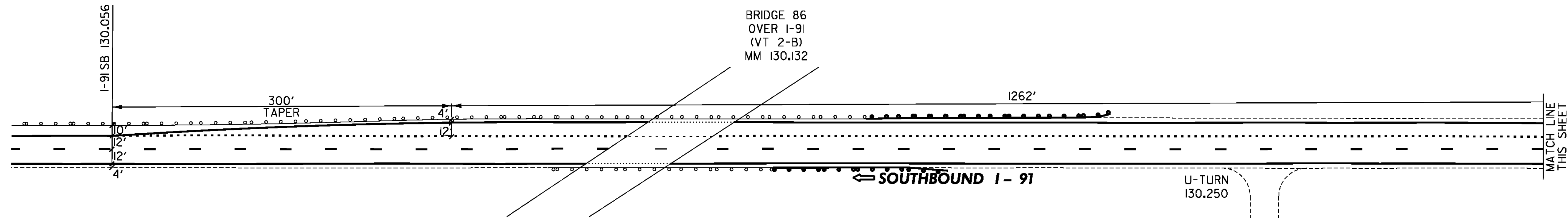
**EXIT 21 NORTHBOUND
DETAIL SHEET 2**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 09J-3(50)

FILE NAME: Ila346/cos/zlla346int2lnb2.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_46	SHEET 46 OF 72

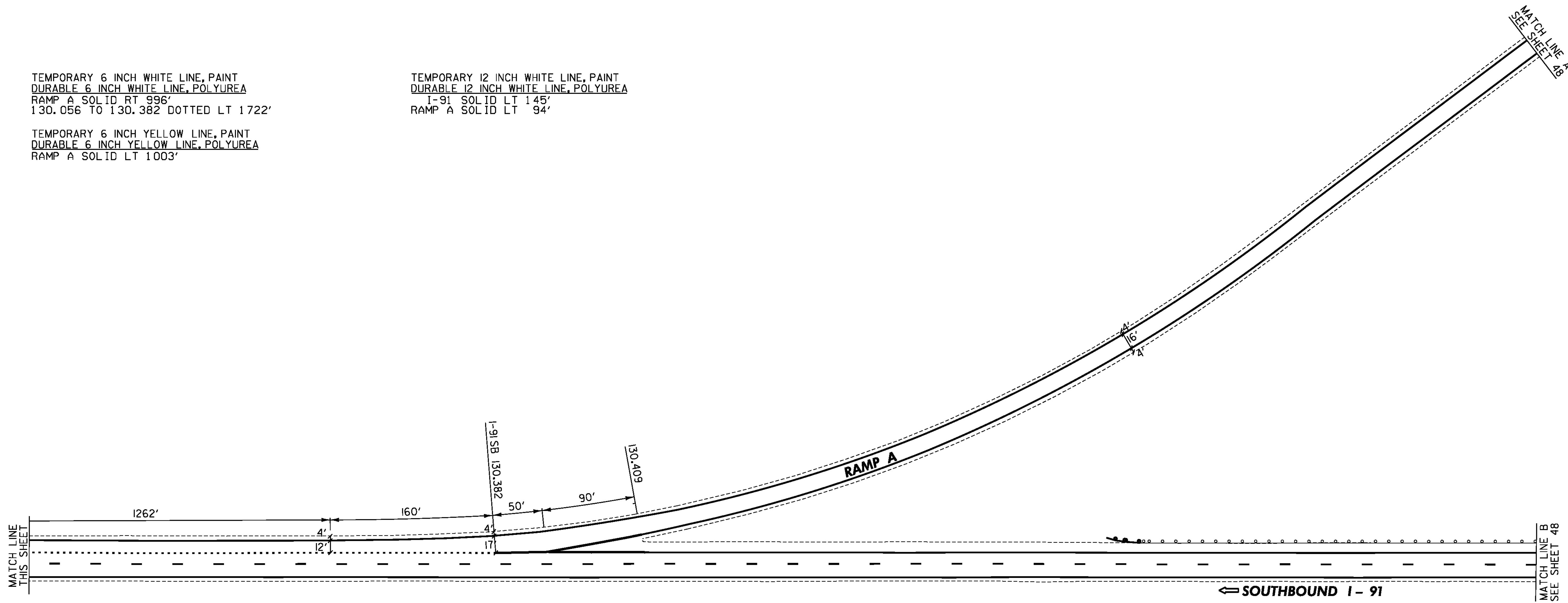
NOT TO SCALE



TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA
RAMP A SOLID RT 996'
130.056 TO 130.382 DOTTED LT 1722'

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA
RAMP A SOLID LT 1003'

TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA
I-91 SOLID LT 145'
RAMP A SOLID LT 94'



EXIT 21 SOUTHBOUND DETAIL SHEET 1

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 091-3(50)	
FILE NAME: Ila346/cos/zlla346int2lsbl.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pla346_47	SHEET 47 OF 72

NOT TO SCALE

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA
RAMP A SOLID RT 1309'
RAMP C SOLID RT 1341'
RAMP H SOLID RT 1103'
130.626 TO 130.719 DOTTED LT 490'

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA
RAMP A SOLID LT 1309'
RAMP C SOLID LT 1251'
RAMP C SOLID LT 160'
RAMP H SOLID LT 103'

TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA
I-91 SOLID RT 111'
RAMP C SOLID LT 57'
RAMP C SOLID LT (GORE STRIPES) 57'
RAMP C SOLID LT 30'
RAMP H SOLID RT 33'

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)
RAMP H 22'

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)

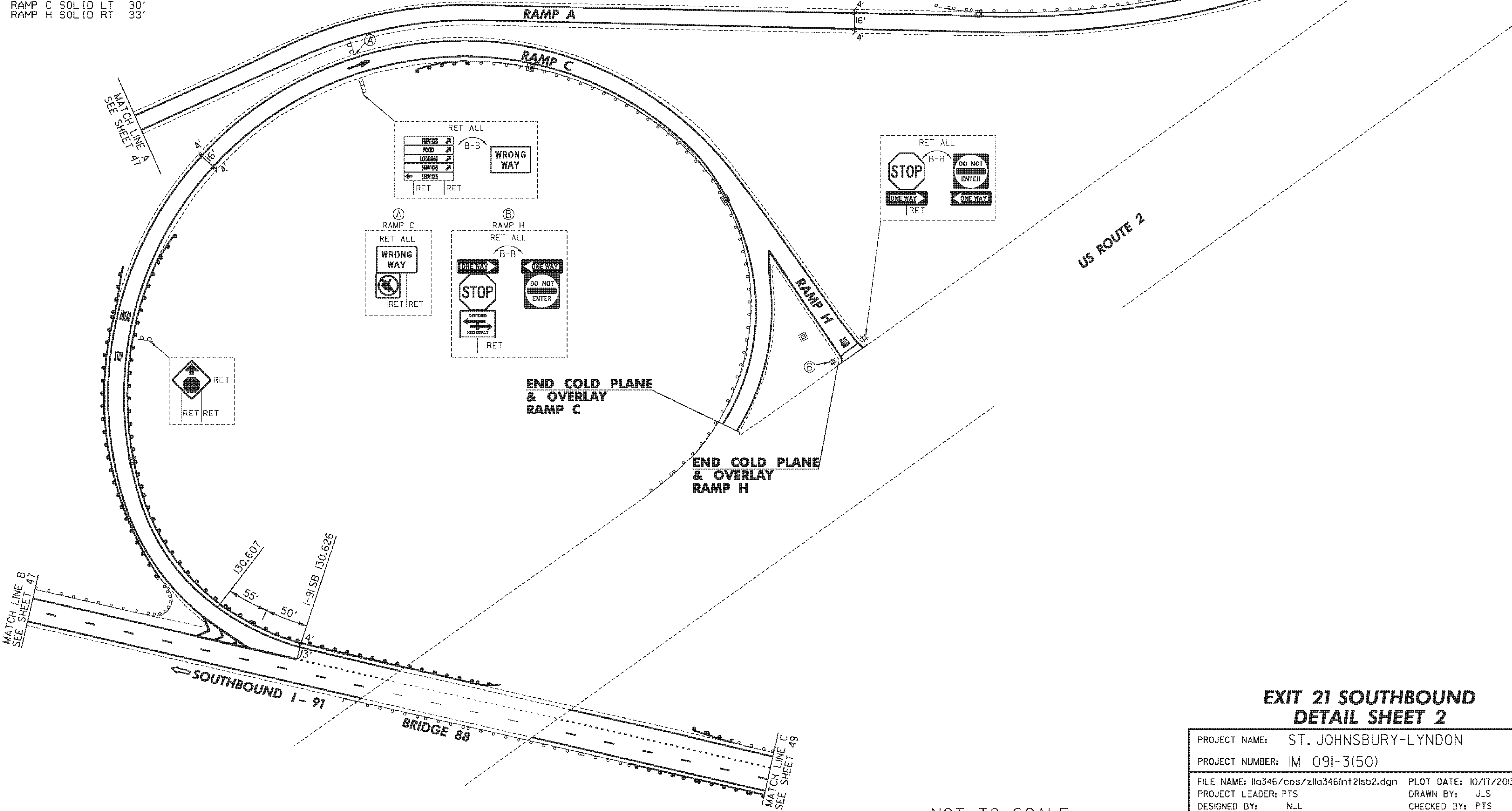
RAMP C "STOP"
RAMP C "AHEAD"
RAMP C WRONG WAY ARROW
RAMP H "STOP"

REHAB. DROP INLETS,
CATCH BASINS, OR MANHOLES,
CLASS I OR CLASS II
RAMP A RT
RAMP C RT (3)

BITUMINOUS CONCRETE CURB, TYPE A
REMOVAL OF EXISTING CURB
CABLE GUARDRAIL J-BOLT, GALVANIZED
CABLE GUARDRAIL SPLICE UNIT
REPLACEMENT OF GUARDRAIL CABLE
STEEL BEAM GUARDRAIL, GALVANIZED
MANUFACTURED TERMINAL SECTION, FLARED
ANCHOR FOR STEEL BEAM RAIL
REMOVAL AND DISPOSAL OF GUARDRAIL
DELINEATOR WITH STEEL POST
SEE ITEM DETAIL SUMMARY SHEETS

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
SEE SOUTHBOUND DITCH CLEANING SHEET

BEGIN COLD PLANE
& OVERLAY
RAMP A



EXIT 21 SOUTHBOUND
DETAIL SHEET 2

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09J-3(50)	
FILE NAME: Ila346/cos/zlla346int2lsb2.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: plla346_48	SHEET 48 OF 72

NOT TO SCALE

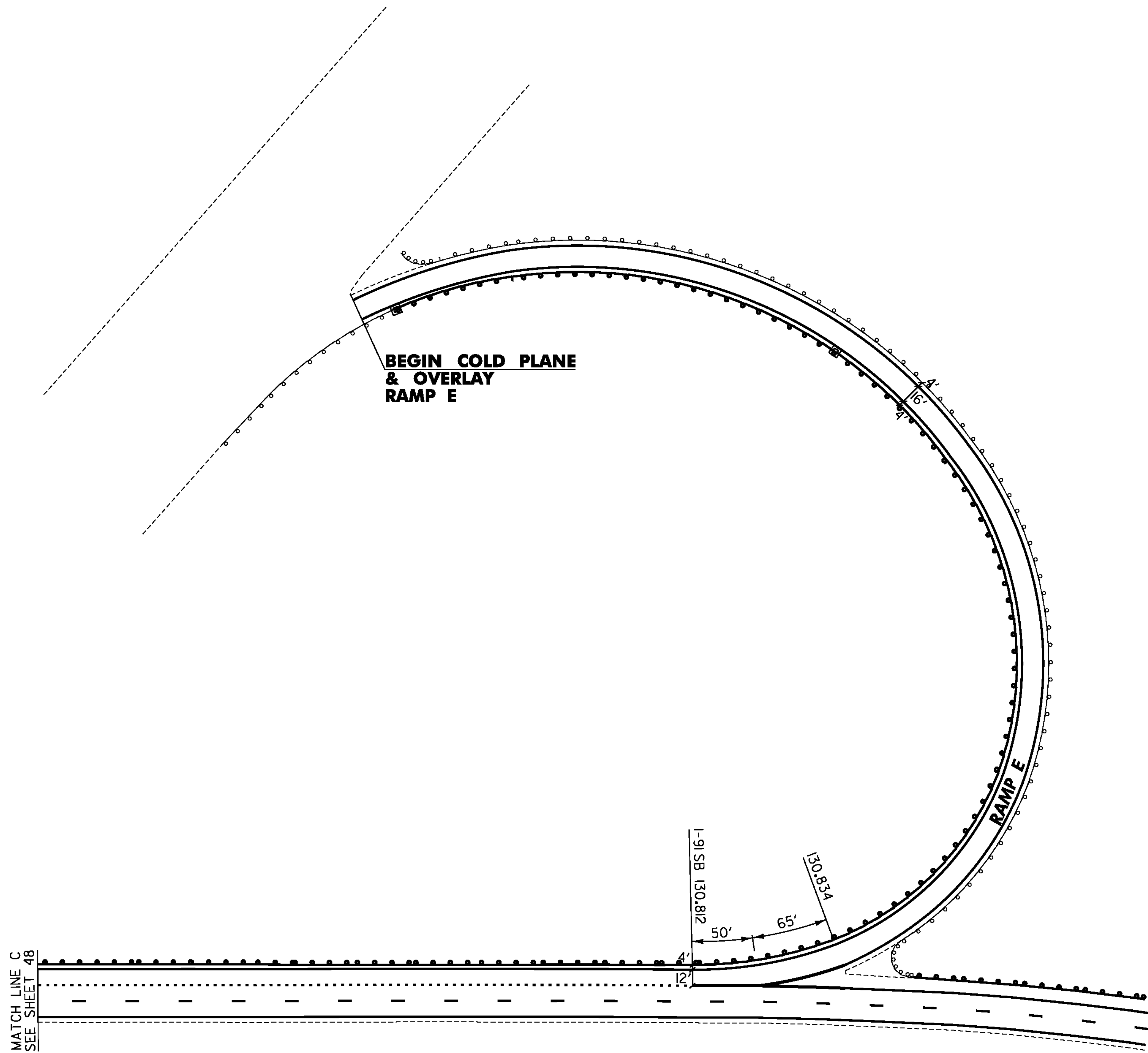
TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA
RAMP E SOLID RT 933'
130,719 TO 130,812 DOTTED LT 490'

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA
RAMP E SOLID LT 983'

TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA
I-91 SOLID RT 118'
RAMP E SOLID LT 66'

REMOVAL OF EXISTING CURB
SEE ITEM DETAIL SUMMARY SHEETS

SPECIAL PROVISION
(DECOMMISSION CURB DROP INLET)
RAMP E RT (2)



NOT TO SCALE

**EXIT 21 SOUTHBOUND
DETAIL SHEET 3**

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 091-3(50)	
FILE NAME: Ila346/cos/zlla346int2lsb3.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: plla346_49	SHEET 49 OF 72

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA
RAMP A SOLID RT 862'
132.299 TO 132.381 DOTTED RT 435'

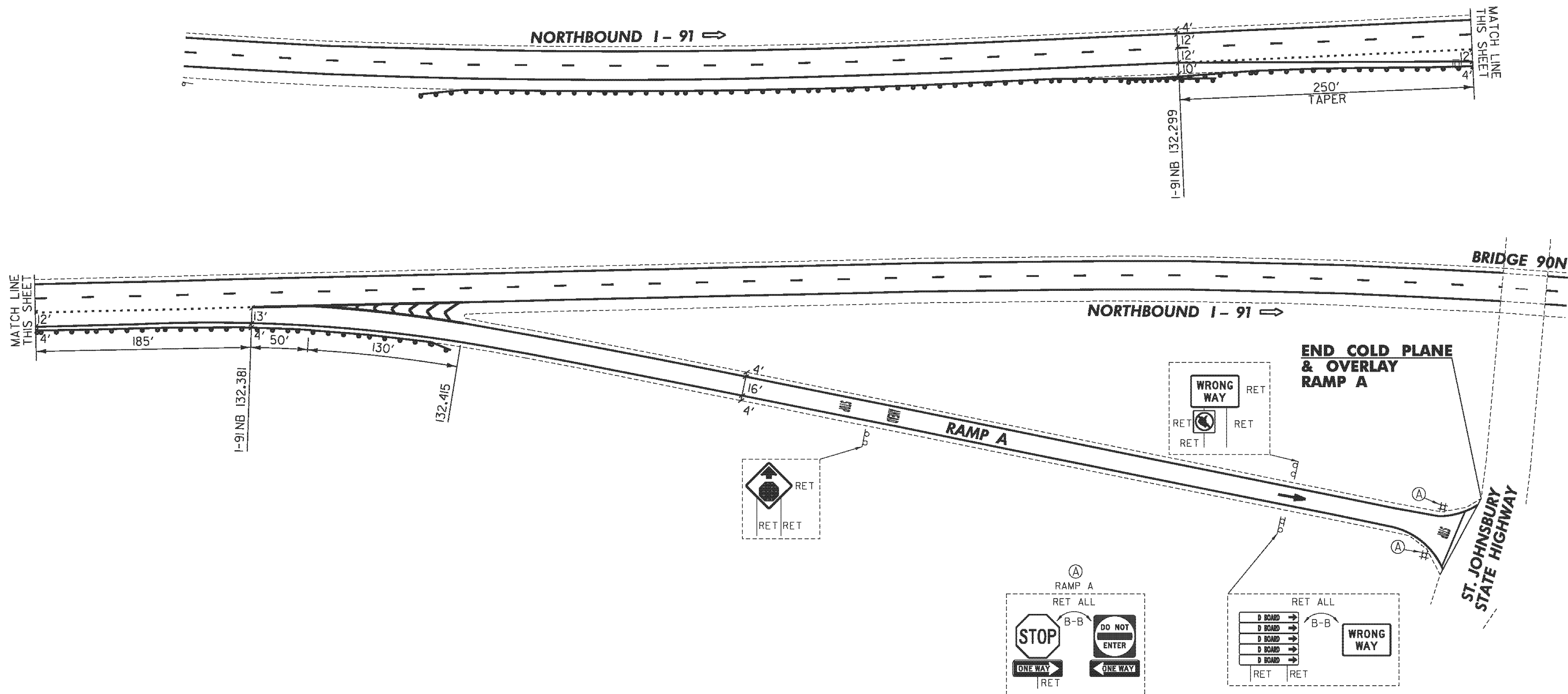
TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA
RAMP A SOLID LT 876'

TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA
I-91 SOLID RT 179'
RAMP A SOLID LT 130'
RAMP A SOLID LT (GORE STRIPES) 90'

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)
RAMP A 52'

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)

RAMP A "STOP"
RAMP A "AHEAD"
RAMP A WRONG WAY ARROW
RAMP A "STOP"



**EXIT 22 NORTHBOUND
DETAIL SHEET 1**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 09J-3(50)

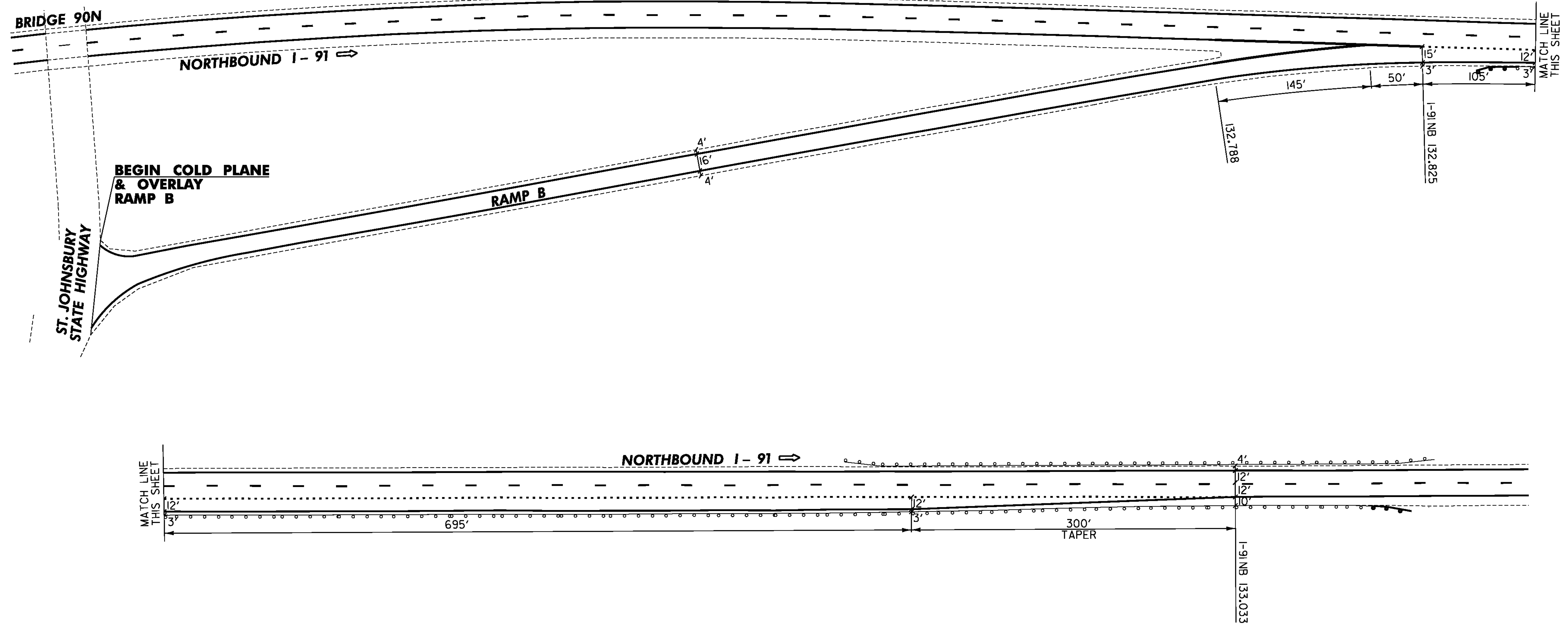
FILE NAME: Ila346/cos/zlla346int22nbl.dgn PLOT DATE: 10/17/2013
PROJECT LEADER: PTS DRAWN BY: JLS
DESIGNED BY: NLL CHECKED BY: PTS
IPARM FILE NAME: pila346_50 SHEET 50 OF 72

NOT TO SCALE

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA
RAMP B SOLID RT 1078'
132.825 TO 133.033 DOTTED RT 1100'

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA
RAMP B SOLID LT 1051'

TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA
I-91 SOLID RT 192'
RAMP B SOLID LT 145'



NOT TO SCALE

EXIT 22 NORTHBOUND DETAIL SHEET 2

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zlla346int22nb2.dgn PLOT DATE: 10/17/2013

PROJECT LEADER: PTS DRAWN BY: JLS

DESIGNED BY: NLL CHECKED BY: PTS

IPARM FILE NAME: pila346_51 SHEET 51 OF 72

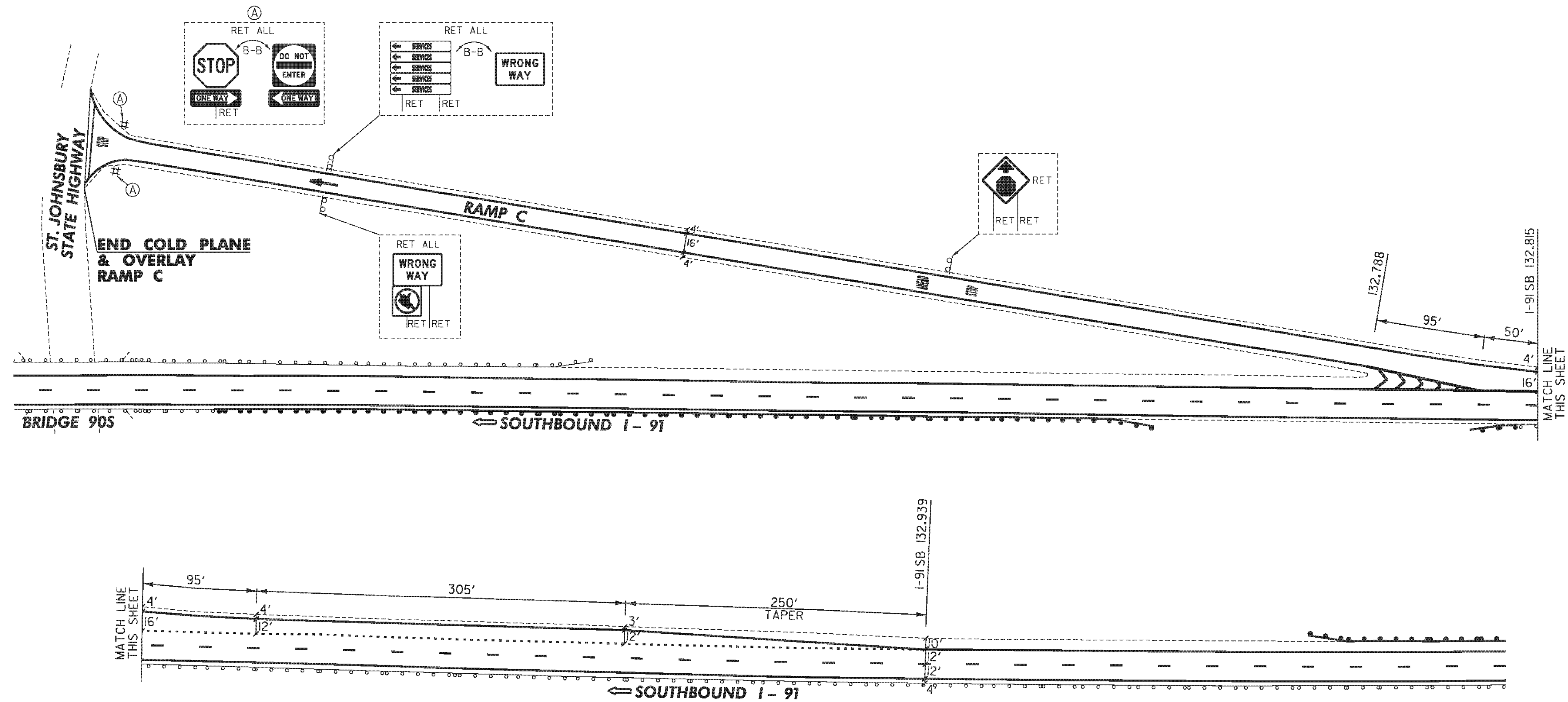
TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA
RAMP C SOLID RT 1104'
132.815 TO 132.939 DOTTED LT 650'

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA
RAMP C SOLID LT 1092'

TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA
I-91 SOLID RT 149'
RAMP C SOLID LT 95'
RAMP C SOLID LT (GORE STRIPES) 77'

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)
RAMP C 63'

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
RAMP C "STOP"
RAMP C "AHEAD"
RAMP C WRONG WAY ARROW
RAMP C "STOP"



EXIT 22 SOUTHBOUND DETAIL SHEET 1

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zlla346int22sbl.dgn PLOT DATE: 10/17/2013

PROJECT LEADER: PTS DRAWN BY: JLS

DESIGNED BY: NLL CHECKED BY: PTS

IPARM FILE NAME: pila346_52 SHEET 52 OF 72

NOT TO SCALE

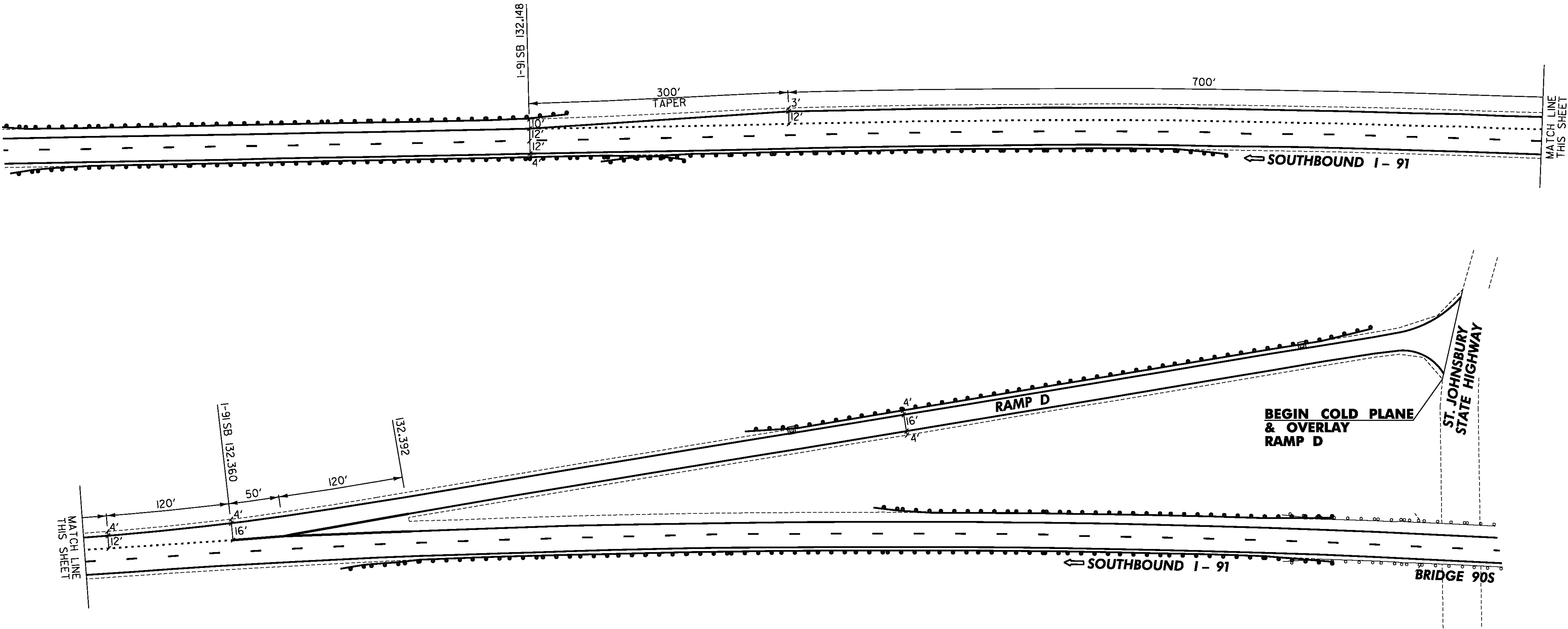
TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA
RAMP D SOLID RT 1042'
132.148 TO 132.360 DOTTED LT 1120'

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA
RAMP D SOLID LT 1020'

TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA
I-91 SOLID RT 171'
RAMP D SOLID LT 121'

SPECIAL PROVISION
(DECOMMISSION CURB DROP INLET)
RAMP D RT (2)

REMOVAL OF EXISTING CURB
CABLE GUARDRAIL J-BOLT, GALVANIZED
CABLE GUARDRAIL SPLICE UNIT
REPLACEMENT OF GUARDRAIL CABLE
SEE ITEM DETAIL SUMMARY SHEETS



**EXIT 22 SOUTHBOUND
DETAIL SHEET 2**

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zlla346int22sb2.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: plla346_53	SHEET 53 OF 72

NOT TO SCALE

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA
RAMP C SOLID RT 1060'
136.842 TO 136.976 DOTTED RT 710'

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA
RAMP C SOLID LT 1035'

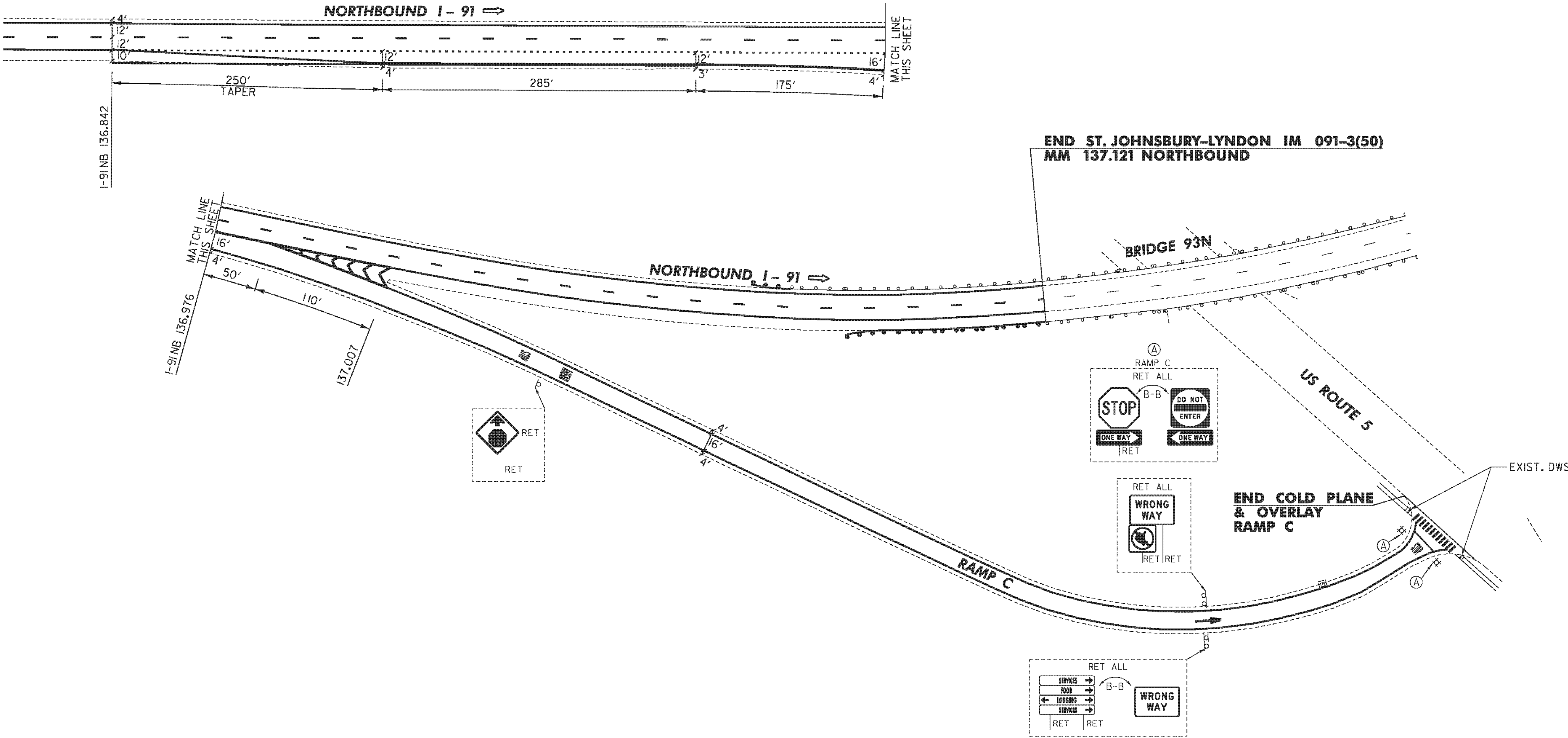
TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA
I-91 SOLID RT 163'
RAMP C SOLID LT 115'
RAMP C SOLID LT (GORE STRIPES) 110'

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)
RAMP C 30'

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
RAMP C "STOP"
RAMP C "AHEAD"
RAMP C WRONG WAY ARROW
RAMP C "STOP"

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING (OPTION BID ITEM)
RAMP C 57'

REHAB. DROP INLETS,
CATCH BASINS, OR MANHOLES,
CLASS I OR CLASS II
RAMP C LT (1)



**EXIT 23 NORTHBOUND
DETAIL SHEET**

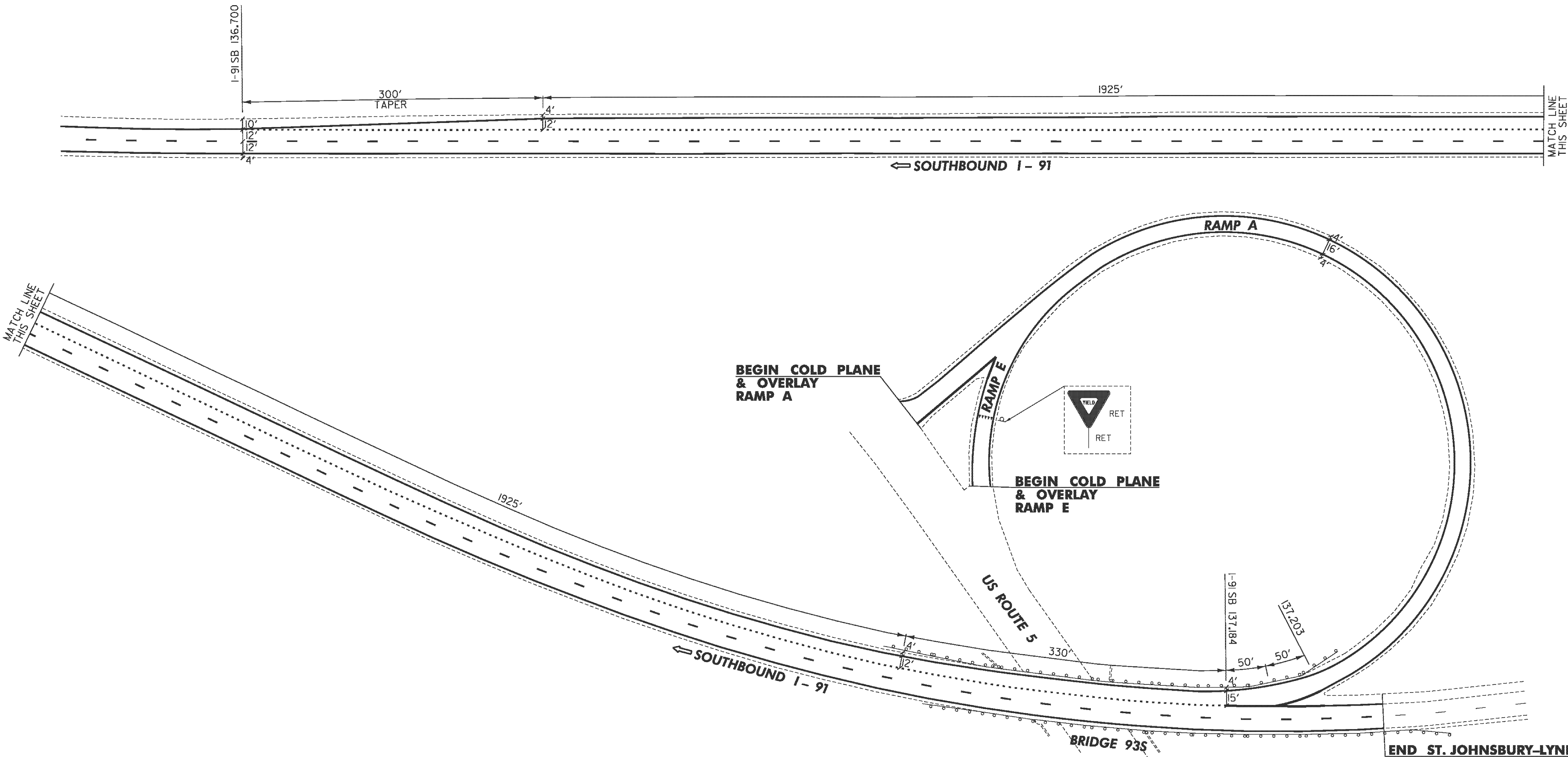
PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 091-3(50)	
FILE NAME: Ila346/cos/zlla346int23nb.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_54	SHEET 54 OF 72

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, POLYUREA
RAMP A SOLID RT 914'
RAMP E SOLID RT 103'
136.700 TO 137.184 DOTTED LT 2555'

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE, POLYUREA
RAMP A SOLID LT 1054'
RAMP E SOLID LT 108'

TEMPORARY 12 INCH WHITE LINE, PAINT
DURABLE 12 INCH WHITE LINE, POLYUREA
I-91 SOLID RT 98'
RAMP A SOLID LT 49'
RAMP A SOLID RT 103'
RAMP E SOLID LT 23'

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
RAMP E YIELD MARKINGS (5)



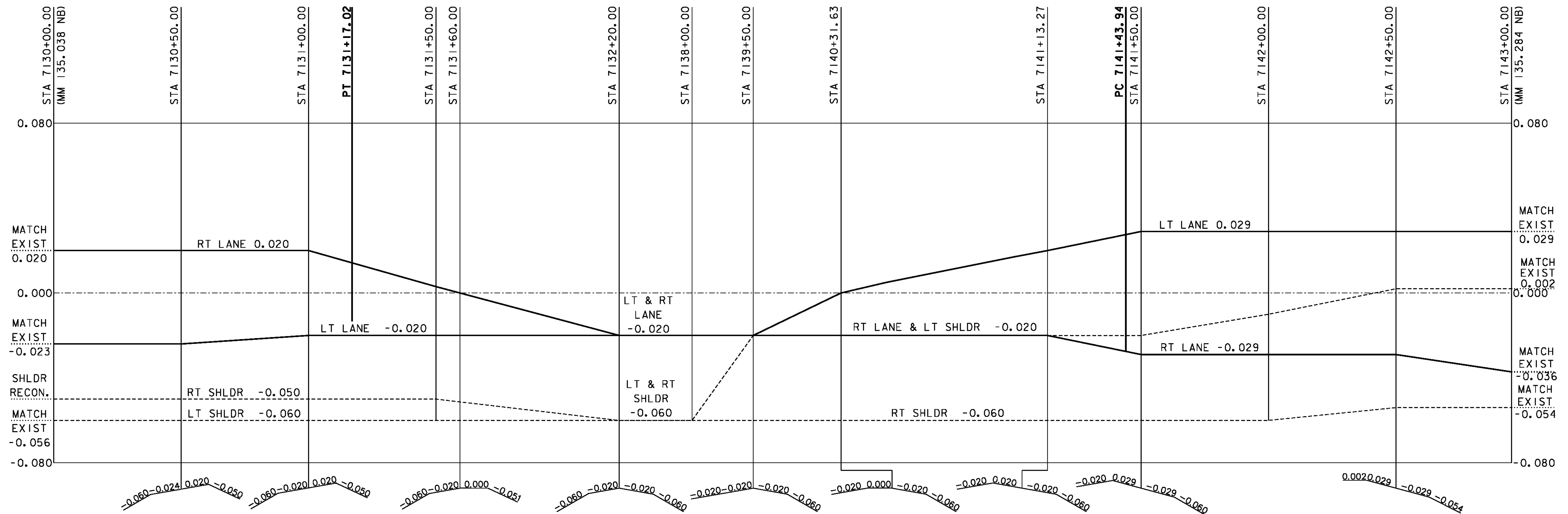
NOT TO SCALE

**EXIT 23 SOUTHBOUND
DETAIL SHEET**

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 091-3(50)	
FILE NAME: Ila346/cos/zlla346int23sb.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NULL	CHECKED BY: PTS
IPARM FILE NAME: pila346_55	SHEET 55 OF 72

TRAFFIC SIGN SUMMARY SHEET

SHSM = FHWA STANDARD
HIGHWAY SIGNS AND MARKINGS BOOK[illegible]



NORTHBOUND BANKING DIAGRAM SHEET

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 091-3(50)

FILE NAME: Ila346/cos/zila346bank.dgn

PROJECT LEADER: PTS

DESIGNED BY: NLL

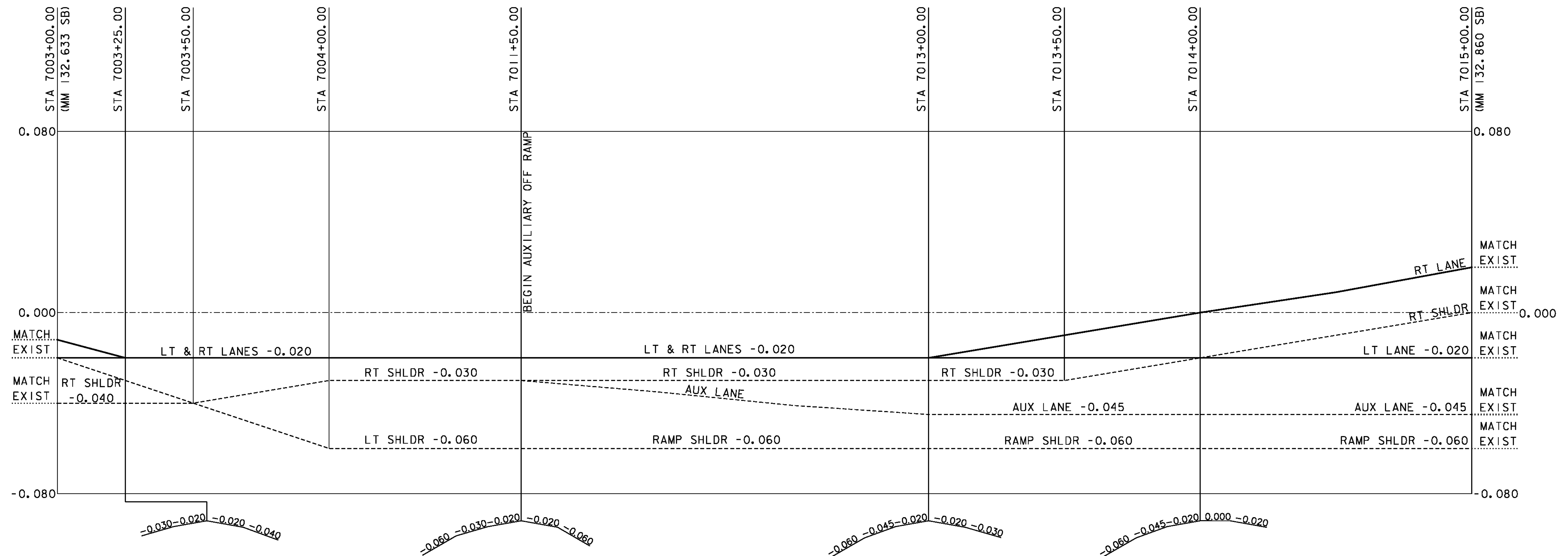
IPARM FILE NAME: pila346_57

PLOT DATE: 10/17/2013

DRAWN BY: JLS

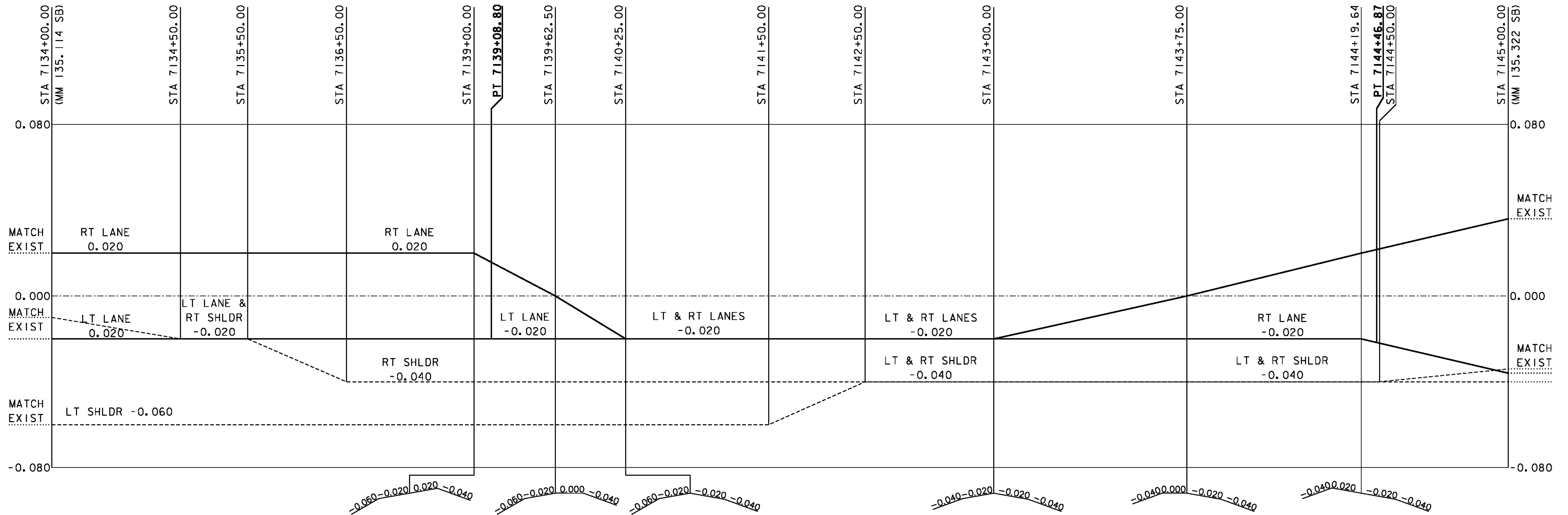
CHECKED BY: PTS

SHEET 57 OF 72



SOUTHBOUND BANKING DIAGRAM SHEET 1

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zila346bank.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_58	SHEET 58 OF 72



SOUTHBOUND BANKING DIAGRAM SHEET 2

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zlla346bank.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_59	SHEET 59 OF 72

NORTHBOUND HORIZONTAL ALIGNMENT											
Element	Point Type	Mile Mark	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	AASHTO Banking	Design Speed
Tangent	PT	133.981	7074+18.43	719821.513	1764530.686						
	PC	134.236	7087+67.74	721133.918	1764844.120						
Arc	PC	134.236	7087+67.74	721133.918	1764844.120	22920	2358.03	5°53'40.70"	Left	RC	70
	PI	134.460	7099+47.80	722281.694	1765118.237						
	CC			726458.034	1742551.068						
	PCC	134.683	7111+25.77	723451.553	1765273.028						
Arc	PCC	134.683	7111+25.77	723451.553	1765273.028	11500	1991.25	9°55'15.17"	Left	RC	70
	PI	134.872	7121+23.89	724441.048	1765403.954						
	CC			724960.041	1753872.394						
	PT	135.060	7131+17.02	725438.304	1765362.444						
Tangent	PT	135.060	7131+17.02	725438.304	1765362.444						
	PC	135.255	7141+43.94	726464.330	1765319.737						
Arc	PC	135.255	7141+43.94	726464.330	1765319.737	7625	5247.38	39°25'47.43"	Right	0.028	70
	PI	135.772	7168+76.32	729194.351	1765206.102						
	CC			726781.439	1772938.140						
	PT	136.248	7193+91.31	731375.201	1766852.257						
Tangent	PT	136.248	7193+91.31	731375.201	1766852.257						
	PC	136.400	7201+91.72	732014.048	1767334.472						

NORTHBOUND VERTICAL ALIGNMENT									
Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	POB	7130+25.00	828.30	5	2.36%				
	PVC	7130+30.00	828.41						
Symmetrical Parabola	PVC	7130+30.00	828.41	770	2.36%	-0.41%	278	-2.67	774.57
	POVC	7130+50.00	828.88						
	POVC	7131+00.00	829.98						
	POVC	7131+50.00	830.99						
	POVC	7132+00.00	831.91						
	POVC	7132+50.00	832.74						
	POVC	7133+00.00	833.47						
	POVC	7133+50.00	834.12						
	POVC	7134+00.00	834.68						
	PVI	7134+15.00	837.50						
	POVC	7134+50.00	835.15						
	POVC	7135+00.00	835.53						
	POVC	7135+50.00	835.82						
	POVC	7136+00.00	836.02						
	POVC	7136+50.00	836.13						
	VHIGH	7136+85.99	836.15						
	POVC	7137+00.00	836.15						
	POVC	7137+50.00	836.08						
Linear	PVT	7138+00.00	835.92	180	-0.41%				
	POVT	7138+50.00	835.72						
	POVT	7139+00.00	835.51						
	POVT	7139+50.00	835.31						
	PVC	7139+80.00	835.18						
Symmetrical Parabola	PVC	7139+80.00	835.18	290	-0.41%	0.88%	225	0.47	
	POVC	7140+00.00	835.11						
	POVC	7140+50.00	835.00						
	VLOW	7140+72.32	834.99						
	POVC	7141+00.00	835.01						
	PVI	7141+25.00	834.59						
	POVC	7141+50.00	835.13						
	POVC	7142+00.00	835.36						
	POVC	7142+50.00	835.69						
Linear	PVT	7142+70.00	835.86	5	0.88%				
	PVT	7142+70.00	835.86						
	POE	7142+75.00	835.91						

NORTHBOUND ALIGNMENT SHEET

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zlla346alithornb.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_60	SHEET 60 OF 72

SOUTHBOUND HORIZONTAL ALIGNMENT (AREA 1)											
Element	Point Type	Mile Mark	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	AASHTO Banking	Design Speed
Tangent	PT	132.619	7002+25.76	712688.702	1764430.950						
	PC	132.862	7015+09.54	713969.381	1764520.041						

SOUTHBOUND VERTICAL ALIGNMENT (AREA 1)									
Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVI	7002+00.00	862.24	43.8	1.01%				
	PVC	7002+43.80	862.68						
Symmetrical Parabola	PVC	7002+43.80	862.68	560	1.01%	-1.28%	244	-1.61	750.18
	POVC	7002+50.00	862.74						
	POVC	7003+00.00	863.19						
	POVC	7003+50.00	863.53						
	POVC	7004+00.00	863.77						
	POVC	7004+50.00	863.90						
	VHIGH	7004+91.27	863.94						
	POVC	7005+00.00	863.94						
	PVI	7005+23.80	865.52						
	POVC	7005+50.00	863.87						
	POVC	7006+00.00	863.70						
	POVC	7006+50.00	863.42						
	POVC	7007+00.00	863.04						
	POVC	7007+50.00	862.57						
	POVC	7008+00.00	861.98						
	PVT	7008+03.80	861.94						
Linear	PVT	7008+03.80	861.94	126.96	-1.28%				
	POVT	7008+50.00	861.34						
	POVT	7009+00.00	860.70						
	PVC	7009+30.76	860.31						
Symmetrical Parabola	PVC	7009+30.76	860.31	560	-0.0128	-0.0375	227	-1.73	716.61
	POVC	7009+50.00	860.06						
	POVC	7010+00.00	859.32						
	POVC	7010+50.00	858.47						
	POVC	7011+00.00	857.51						
	POVC	7011+50.00	856.44						
	POVC	7012+00.00	855.26						
	PVI	7012+10.76	856.72						
	POVC	7012+50.00	853.97						
	POVC	7013+00.00	852.57						
	POVC	7013+50.00	851.06						
	POVC	7014+00.00	849.44						
	POVC	7014+50.00	847.71						
	PVT	7014+90.76	846.22						
Linear	PVT	7014+90.76	846.22	59.24	-3.75%				
	POVT	7015+00.00	845.87						
	POE	7015+50.00	843.99						

SOUTHBOUND
ALIGNMENT SHEET 1

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zlla346alithorsb.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_6I	SHEET 6I OF 72

SOUTHBOUND HORIZONTAL ALIGNMENT (AREA 2)											
Element	Point Type	Mile Mark	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	AASHTO Banking	Design Speed
Tangent	PT	133.972	7073+69.98	719803.499	1764352.305						
	PC	134.226	7087+11.73	721115.922	1764631.302						
Arc	PC	134.226	7087+11.73	721115.922	1764631.302	22920	3571.47	8°55'40.88"	Left	RC	70
	PI	134.565	7105+01.09	722866.170	1765003.372						
	CC			725881.798	1742212.274						
	PCC	134.902	7122+83.20	724652.954	1765099.308						
Arc	PCC	134.902	7122+83.20	724652.954	1765099.308	11460	1625.60	8°07'38.61"	Left	RC	70
	PI	135.056	7130+97.37	725465.948	1765142.959						
	CC			725267.376	1753655.791						
	PT	135.210	7139+08.80	726276.947	1765071.235						
Tangent	PT	135.210	7139+08.80	726276.947	1765071.235						
	PC	135.312	7144+46.87	726812.919	1765023.834						
Arc	PC	135.312	7144+46.87	726812.919	1765023.834	5730	4489.20	44°53'19.14"	Right	0.036	70
	PI	135.760	7168+13.79	729170.640	1764815.320						
	CC			727317.705	1770731.556						
	PT	136.162	7189+36.06	730988.192	1766331.509						
Tangent	PT	136.162	7189+36.06	730988.192	1766331.509						
	PC	136.393	7201+52.78	731922.510	1767110.909						

SOUTHBOUND VERTICAL ALIGNMENT (AREA 2)									
Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVI	7133+50.00	858.01	50	1.13%				
	PVI	7134+00.00	858.58						
Linear	PVI	7134+00.00	858.58	50	1.05%				
	PVI	7134+50.00	859.10						
Linear	PVI	7134+50.00	859.10	50	0.80%				
	PVI	7135+00.00	859.50						
Linear	PVI	7135+00.00	859.50	50	0.77%				
	PVI	7135+50.00	859.89						
Linear	PVI	7135+50.00	859.89	50	0.81%				
	PVI	7136+00.00	860.29						
Linear	PVI	7136+00.00	860.29	50	0.67%				
	PVI	7136+50.00	860.63						
Linear	PVI	7136+50.00	860.63	50	0.64%				
	PVI	7137+00.00	860.95						
Linear	PVI	7137+00.00	860.95	50	0.58%				
	PVI	7137+50.00	861.24						
Linear	PVI	7137+50.00	861.24	50	0.53%				
	PVI	7138+00.00	861.50						
Linear	PVI	7138+00.00	861.50	50	0.57%				
	PVI	7138+50.00	861.79						
Linear	PVI	7138+50.00	861.79	50	0.60%				
	PVI	7139+00.00	862.09						
Linear	PVI	7139+00.00	862.09	600	0.68%				
	POVT	7139+50.00	862.43						
	POVT	7140+00.00	862.76						
	POVT	7140+50.00	863.10						
	POVT	7141+00.00	863.44						
	POVT	7141+50.00	863.78						
	POVT	7142+00.00	864.11						
	POVT	7142+50.00	864.45						
	POVT	7143+00.00	864.79						
	POVT	7143+50.00	865.13						
	POVT	7144+00.00	864.47						
	POVT	7144+50.00	865.80						
	POE	7145+00.00	866.14						

SOUTHBOUND
ALIGNMENT SHEET 2

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zlla346a1hor.s.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_62	SHEET 62 OF 72

ESTIMATED COLD PLANE DEPTHS (INCHES)									
(NEGATIVE = COLD PLANE DEPTH, POSITIVE = SHIM DEPTH)									
NORTHBOUND	SHLDR	SHLDR	LANE	LANE	CL	LANE	LANE	SHLDR	SHLDR
MM	STA	-16' LT	SLOPE	-12' LT	SLOPE		SLOPE	12' RT	22' RT
128.699	6795+33	-2		-2		-2		-2	MATCH
129.257	6824+75	-2		-2		-2		-2	EXISTING
129.261	6825+00	-2		-2		-2		-2	0.003
129.271	6825+50	-2		-2		-2		-2	-0.002
129.280	6826+00	-2		-2		-2		-2	-0.006
129.290	6826+50	-2		-2		-2		-2	-0.010
129.299	6827+00	-2		-2		-2		-2	-0.015
129.309	6827+50	-2		-2		-2		-2	-0.019
129.318	6828+00	-2		-2		-2		-2	-0.024
129.328	6828+50	-2		-2		-2		-2	-0.028
129.337	6829+00	-2		-2		-2		-2	-0.032
129.347	6829+50	-2		-2		-2		-2	-0.037
129.356	6830+00	-2		-2		-2		-2	-0.041
129.366	6830+50	-2		-2		-2		-2	-0.046
129.375	6831+00	-2		-2		-2		-2	-0.050
129.384	6831+50	-2		-2		-2		-2	-0.050
129.394	6832+00	-2		-2		-2		-2	-0.050
129.403	6832+50	-2		-2		-2		-2	-0.045
129.413	6833+00	-2		-2		-2		-2	-0.039
129.422	6833+50	-2		-2		-2		-2	-0.034
129.432	6834+00	-2		-2		-2		-2	-0.028
129.441	6834+50	-2		-2		-2		-2	MATCH
131.259	6930+50	-2		-2		-2		-2	EXISTING
131.269	6931+00	-2		-2		-2		-2	-0.026
131.278	6931+50	-2		-2		-2		-2	-0.026
131.288	6932+00	-2		-2		-2		-2	-0.026
131.297	6932+50	-2		-2		-2		-2	-0.026
131.307	6933+00	-2		-2		-2		-2	-0.026
131.316	6933+50	-2		-2		-2		-2	-0.026
131.326	6934+00	-2		-2		-2		-2	-0.026
131.335	6934+50	-2		-2		-2		-2	-0.026
131.345	6935+00	-2		-2		-2		-2	-0.026
131.354	6935+50	-2		-2		-2		-2	-0.026
131.364	6936+00	-2		-2		-2		-2	-0.026
131.373	6936+50	-2		-2		-2		-2	-0.026
131.383	6937+00	-2		-2		-2		-2	-0.026
131.392	6937+50	-2		-2		-2		-2	-0.026
131.420	6939+00	-2		-2		-2		-2	-0.026
131.430	6939+50	-2		-2		-2		-2	-0.026
131.439	6940+00	-2		-2		-2		-2	-0.026
131.449	6940+50	-2		-2		-2		-2	-0.026
131.458	6941+00	-2		-2		-2		-2	-0.026
131.468	6941+50	-2		-2		-2		-2	-0.026
131.477	6942+00	-2		-2		-2		-2	-0.026
131.487	6942+50	-2		-2		-2		-2	-0.026
131.496	6943+00	-2		-2		-2		-2	-0.026
131.506	6943+50	-2		-2		-2		-2	-0.026
131.515	6944+00	-2		-2		-2		-2	-0.026
131.525	6944+50	-2		-2		-2		-2	-0.026
131.534	6945+00	-2		-2		-2		-2	-0.026

* FROM MM 131.269 TO 131.392, DEPTH SHOWN IS 24' TO 28' RIGHT OF THE CENTERLINE ALIGNMENT DUE TO EXIT 21 ACCELERATION LANE.

ESTIMATED COLD PLANE DEPTHS (INCHES)									
(NEGATIVE = COLD PLANE DEPTH, POSITIVE = SHIM DEPTH)									
NORTHBOUND	SHLDR	SHLDR	LANE	LANE	CL	LANE	LANE	SHLDR	SHLDR
MM	STA	-16' LT	SLOPE	-12' LT	SLOPE		SLOPE	12' RT	22' RT
131.544	6945+50	-2		-2		-2		-2	-0.026
131.553	6946+00	-2		-2		-2		-2	-0.026
131.563	6946+50	-2		-2		-2		-2	-0.026
131.572	6947+00	-2		-2		-2		-2	-0.026
131.581	6947+50	-2		-2		-2		-2	-0.026
131.591	6948+00	-2		-2		-2		-2	-0.026
131.600	6948+50	-2		-2		-2		-2	-0.026
131.610	6949+00	-2		-2		-2		-2	-0.030
131.619	6949+50	-2		-2		-2		-2	-0.034
131.629	6950+00	-2		-2		-2		-2	-0.034
131.638	6950+50	-2		-2		-2		-2	-0.034
131.648	6951+00	-2		-2		-2		-2	-0.034
131.657	6951+50	-2		-2		-2		-2	-0.034
131.667	6952+00	-2		-2		-2		-2	-0.034
131.676	6952+50	-2		-2		-2		-2	-0.034
131.686	6953+00	-2		-2		-2		-2	-0.034
131.695	6953+50	-2		-2		-2		-2	-0.034
131.705	6954+00	-2		-2		-2		-2	-0.034
131.714	6954+50	-2		-2		-2		-2	-0.034
131.723	6955+00	-2		-2		-2		-2	-0.034
131.733	6955+50	-2		-2		-2		-2	-0.034
131.742	6956+00	-2		-2		-2		-2	-0.034
131.752	6956+50	-2		-2		-2		-2	-0.034
131.761	6957+00	-2		-2		-2		-2	-0.034
131.771	6957+50	-2		-2		-2		-2	-0.034
131.780	6958+00	-2		-2		-2		-2	-0.034
131.790	6958+50	-2		-2		-2		-2	-0.034
131.799	6959+00	-2		-2		-2		-2	-0.034
131.809	6959+50	-2		-2		-2		-2	-0.034
131.818	6960+00	-2		-2		-2		-2	-0.034
131.828	6960+50	-2		-2		-2		-2	-0.034
131.837	6961+00	-2		-2		-2		-2	-0.034
131.847	6961+50	-2		-2		-2		-2	-0.034
131.856	6962+00	-2		-2		-2		-2	-0.034
131.866	6962+50	-2		-2		-2		-2	-0.034
131.875	6963+00	-2		-2		-2		-2	-0.034
131.884	6963+50	-2		-2		-2		-2	-0.034
131.894	6964+00	-2		-2		-2		-2	-0.034
131.903	6964+50	-2		-2		-2		-2	-0.034
131.913	6965+00	-2		-2		-2		-2	-0.034
131.922	6965+50	-2		-2		-2		-2	-0.034
131.932	6966+00	-2		-2		-2		-2	-0.034
131.941	6966+50	-2		-2		-2		-2	-0.034
131.951	6967+00	-2		-2		-2		-2	-0.034
131.960	6967+50	-2		-2		-2		-2	-0.034
131.970	6968+00	-2		-2		-2		-2	-0.034
131.979	6968+50	-2		-2		-2		-2	-0.034
131.989	6969+00	-2		-2		-2		-2	-0.034
131.998	6969+50	-2		-2		-2		-2	-0.034
132.008	6970+00	-2		-2		-2		-2	-0.034

* FROM MM 131.269 TO 131.392, DEPTH SHOWN IS 24' TO 28' RIGHT OF THE CENTERLINE ALIGNMENT DUE TO EXIT 21 ACCELERATION LANE.

NOTE
WHERE LANE OR SHOULDER SLOPES ARE NOT SHOWN, MATCH EXISTING SLOPE.

**NORTHBOUND
COLD PLANE DEPTHS SHEET 1**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 09I-3(50)

FILE NAME: Ila346/cos/zlla346cplan+bl.dgn PLOT DATE: 10/17/2013

PROJECT LEADER: PTS DRAWN BY: JLS

DESIGNED BY: NLL CHECKED BY: PTS

IPARM FILE NAME: pila346_63 SHEET 63 OF 72

ESTIMATED COLD PLANE DEPTHS (INCHES)										
(NEGATIVE = COLD PLANE DEPTH, POSITIVE = SHIM DEPTH)										
NORTHBOUND		SHLDR	SHLDR	LANE	LANE	CL	LANE	LANE	SHLDR	SHLDR
MM	STA	-16' LT	SLOPE	-12' LT	SLOPE		SLOPE	12' RT	SLOPE	22' RT
136.430	7203+50	-2		-2		-2		-2	-0.042	-9 7/8
136.439	7204+00	-2		-2		-2		-2	-0.042	-9 6/8
136.449	7204+50	-2		-2		-2		-2	-0.042	-8 2/8
136.458	7205+00	-2		-2		-2		-2	-0.042	-8 3/8
136.468	7205+50	-2		-2		-2		-2	-0.042	-10
136.477	7206+00	-2		-2		-2		-2	-0.034	-10
136.487	7206+50	-2		-2		-2		-2	-0.027	-9 2/8
136.496	7207+00	-2		-2		-2		-2	-0.019	-7 4/8
136.506	7207+50	-2		-2		-2		-2	-0.012	-6 2/8
136.515	7208+00	-2		-2		-2		-2	-0.005	-4 7/8
136.525	7208+50	-2		-2		-2		-2	MATCH	-2
137.027	7235+00	-2		-2		-2		-2	EXISTING	-2
137.036	7235+50	-2		-2		-2		-2	0.020	-6 3/8
137.045	7236+00	-2		-2		-2		-2	0.020	-6 5/8
137.055	7236+50	-2		-2		-2		-2	0.020	-7 1/8
137.064	7237+00	-2		-2		-2		-2	0.020	-7 3/8
137.074	7237+50	-2		-2		-2		-2	0.020	-7 4/8
137.083	7238+00	-2		-2		-2		-2	0.020	-8 1/8
137.093	7238+50	-2		-2		-2		-2	0.029	-7 3/8
137.102	7239+00	-2		-2		-2		-2	0.038	-6
137.112	7239+50	-2		-2		-2		-2	0.047	-5 4/8
137.117	7239+80	-2		-2		-2		-2	MATCH	-2
137.121	7239+98	-2		-2		-2		-2	EXISTING	-2

NOTE
WHERE LANE OR SHOULDER SLOPES ARE NOT
SHOWN, MATCH EXISTING SLOPE.

NORTHBOUND
COLD PLANE DEPTHS SHEET 4

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zlla346cplantbl.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: pila346_66	SHEET 66 OF 72

ESTIMATED COLD PLANE DEPTHS (INCHES)														
(NEGATIVE = COLD PLANE DEPTH, POSITIVE = SHIM DEPTH)														
SOUTHBOUND		SHLDR	SHLDR	DECEL	LANE	SHLDR	SHLDR	LANE	LANE	CL	LANE	LANE	SHLDR	SHLDR
MM	STA	-4' LT	SLOPE	LANE	SLOPE	-22' LT	SLOPE	-12' LT	SLOPE		SLOPE	12' RT	SLOPE	16' RT
128.698	6795+28					-2	MATCH	-2		-2		-2		-2
129.583	6842+00					-2	EXISTING	-2		-2		-2		-2
129.593	6842+50					-4 4/8	-0.021	-2		-2		-2		-2
129.598	6842+75					-4 4/8	-0.015	-2		-2		-2		-2
129.602	6843+00					-4 5/8	-0.015	-2		-2		-2		-2
129.612	6843+50					-6 2/8	-0.015	-2		-2		-2		-2
129.621	6844+00					-7 2/8	-0.015	-2		-2		-2		-2
129.631	6844+50					-8 2/8	-0.015	-2		-2		-2		-2
129.640	6845+00					-8 6/8	-0.015	-2		-2		-2		-2
129.650	6845+50					-9 3/8	-0.015	-2		-2		-2		-2
129.659	6846+00					-8 7/8	-0.015	-2		-2		-2		-2
129.669	6846+50					-9	-0.015	-2		-2		-2		-2
129.678	6847+00					-8 4/8	-0.015	-2		-2		-2		-2
129.688	6847+50					-8 2/8	-0.015	-2		-2		-2		-2
129.697	6848+00					-9 1/8	-0.015	-2		-2		-2		-2
129.706	6848+50					-8 5/8	-0.015	-2		-2		-2		-2
129.716	6849+00					-6 5/8	0.000	-2		-2		-2		-2
129.725	6849+50					-5 4/8	0.015	-2		-2		-2		-2
129.735	6850+00					-2	MATCH	-2		-2		-2		-2
130.843	6908+50					-2	EXISTING	-2		-2		-2		-2
130.852	6909+00					-5 3/8	0.027	-2		-2		-2		-2
130.857	6909+25					-6 5/8	0.020	-2		-2		-2		-2
130.862	6909+50					-7 5/8	0.020	-2		-2		-2		-2
130.871	6910+00					-8 4/8	0.020	-2		-2		-2		-2
130.881	6910+50					-9 1/8	0.020	-2		-2		-2		-2
130.890	6911+00					-7 7/8	0.020	-2		-2		-2		-2
130.900	6911+50					-8 2/8	0.020	-2		-2		-2		-2
130.909	6912+00					-8 4/8	0.020	-2		-2		-2		-2
130.919	6912+50					-8 7/8	0.020	-2		-2		-2		-2
130.928	6913+00					-9 2/8	0.020	-2		-2		-2		-2
130.938	6913+50					-10	0.020	-2		-2		-2		-2
130.947	6914+00					-9 6/8	0.020	-2		-2		-2		-2
130.956	6914+50					-10 3/8	0.020	-2		-2		-2		-2
130.966	6915+00					-10	0.020	-2		-2		-2		-2
130.975	6915+50					-10 1/8	0.020	-2		-2		-2		-2
130.985	6916+00					-10 3/8	0.020	-2		-2		-2		-2
130.994	6916+50					-10 6/8	0.020	-2		-2		-2		-2
131.004	6917+00					-10 6/8	0.020	-2		-2		-2		-2
131.013	6917+50					-10 7/8	0.020	-2		-2		-2		-2
131.023	6918+00					-10 5/8	0.020	-2		-2		-2		-2
131.032	6918+50					-10 6/8	0.020	-2		-2		-2		-2
131.042	6919+00					-10 4/8	0.020	-2		-2		-2		-2
131.051	6919+50					-10 2/8	0.020	-2		-2		-2		-2
131.061	6920+00					-10 7/8	0.020	-2		-2		-2		-2
131.070	6920+50					-11 2/8	0.020	-2		-2		-2		-2
131.080	6921+00					-10 6/8	0.020	-2		-2		-2		-2
131.089	6921+50					-10 1/8	0.020	-2		-2		-2		-2
131.098	6922+00					-10 4/8	0.020	-2		-2		-2		-2
131.108	6922+50					-11 2/8	0.020	-2		-2		-2		-2
131.117	6923+00					-10 7/8	0.020	-2		-2		-2		-2
131.127	6923+50					-10	0.020	-2		-2		-2		-2
131.136	6924+00					-10 3/8	0.020	-2		-2		-2		-2

ESTIMATED COLD PLANE DEPTHS (INCHES)														
(NEGATIVE = COLD PLANE DEPTH, POSITIVE = SHIM DEPTH)														
SOUTHBOUND		SHLDR	SHLDR	DECEL	LANE	SHLDR	SHLDR	LANE	LANE	CL	LANE	LANE	SHLDR	SHLDR
MM	STA	-4' LT	SLOPE	LANE	SLOPE	-22' LT	SLOPE	-12' LT	SLOPE		SLOPE	12' RT	SLOPE	16' RT
131.146	6924+50					-10 2/8	0.020	-2		-2		-2		-2
131.155	6925+00					-9 7/8	0.020	-2		-2		-2		-2
131.165	6925+50					-9 1/8	0.020	-2		-2		-2		-2
131.174	6926+00					-7 7/8	0.020	-2		-2		-2		-2
131.184	6926+50					-6 7/8	0.020	-2		-2		-2		-2
131.193	6927+00					-5 4/8	0.020	-2		-2		-2		-2
131.203	6927+50					-4 5/8	0.008	-2		-2		-2		-2
131.212	6928+00					-4 4/8	-0.005	-2		-2		-2		-2
131.222	6928+50					-5	-0.018	-2		-2		-2		-2
131.231	6929+00					-2	MATCH EXISTING	-2		-2		-2		-2
132.623	7002+50					-2		-2		-2		-2		-2
132.633	7003+00					-1 5/8	-0.020	-2 1/8	-0.012	-0	-0.020	1/8	-0.040	2 4/8
132.642	7003+50					-2 6/8	-0.040	-2 7/8	-0.020	2/8	-0.020	2/8	-0.040	1 7/8
132.652	7004+00					-2 4/8	-0.060	-2 4/8	-0.020	5/8	-0.020	6/8	-0.030	2 4/8
132.661	7004+50					- 6/8	-0.060	- 7/8	-0.020	1 5/8	-0.020	1 4/8	-0.030	3 7/8
132.670	7005+00					2/8	-0.060	2/8	-0.020	2 1/8	-0.020	2 1/8	-0.030	3 2/8
132.680	7005+50					- 5/8	-0.060	3/8	-0.020	2 1/8	-0.020	1 6/8	-0.030	3 6/8
132.689	7006+00					-1 4/8	-0.060	- 3/8	-0.020	1 4/8	-0.020	7/8	-0.030	1
132.699	7006+50					-1 5/8	-0.060	- 7/8	-0.020	5/8	-0.020	2/8	-0.030	7/8
132.708	7007+00					-1 3/8	-0.060	-1	-0.020	5/8	-0.020	1/8	-0.030	2
132.718	7007+50					-1 6/8	-0.060	-1	-0.020	-0	-0.020	-1 6/8	-0.030	2/8
132.727	7008+00					-2 5/8	-0.060	-1 7/8	-0.020	-1 2/8	-0.020	-3	-0.030	-1 4/8
132.737	7008+50					-3 1/8	-0.060	-2 3/8	-0.020	-1 6/8	-0.020	-3 4/8	-0.030	-2 2/8
132.746	7009+00					-2 3/8	-0.060	-1 3/8	-0.020	- 6/8	-0.020	-2 7/8	-0.030	-2 2/8
132.756	7009+50					-2	-0.060	- 3/8	-0.020	2/8	-0.020	-1 6/8	-0.030	-1 3/8
132.765	7010+00					-1 2/8	-0.060	3/8	-0.020	1 2/8	-0.020	- 6/8	-0.030	- 2/8
132.775	7010+50					- 7/8	-0.060	1 2/8	-0.020	1 6/8	-0.020	- 6/8	-0.030	- 3/8
132.784	7011+00					-3 3/8	-0.060	1 2/8	-0.020	2 1/8	-0.020	- 5/8	-0.030	- 3/8
132.794	7011+50	-1 1/8	-0.060	- 2/8	-0.030			1 3/8	-0.020	2 1/8	-0.020	- 3/8	-0.030	- 1/8
132.803	7012+00	-1 4/8	-0.060	- 2/8	-0.035			1 2/8	-0.020	2 1/8	-0.020	- 6/8	-0.030	- 5/8
132.813	7012+50	0	-0.060	1 1/8	-0.041			1 1/8	-0.020	1 4/8	-0.020	-2	-0.030	-2
132.822	7013+00	7/8	-0.060	1 3/8	-0.045			1 2/8	-0.020	1 1/8	-0.020	-3 2/8	-0.030	-3 3/8
132.831	7013+50	2/8	-0.060	1 2/8	-0.045			1 2/8	-0.020	1	-0.010	-2 4/8	-0.030	-3 1/8
132.841	7014+00	4/8	-0.060	7/8	-0.045			1	-0.020	4/8	0.000	-1 6/8	-0.020	-2 3/8
132.850	7014+50	4/8	-0.060	1/8	-0.045			3/8	-0.020	- 1/8	0.009	-1 3/8	-0.010	-1 3/8
132.860	7015+00	- 7/8	-0.060	-1	-0.045			- 6/8	-0.020	-1 3/8	0.020	- 7/8	0.000	- 4/8
132.869	7015+50					-2	MATCH EXISTING	-2		-2		-2		-2
133.684	7058+50					-2		-2		-2		-2		-2
133.693	7059+00					-5 3/8	-0.020	-2		-2		-2		-2
133.703	7059+50					-7 5/8	-0.020	-2		-2		-2		-2
133.712	7060+00					-8 3/8	-0.020	-2		-2		-2		-2
133.722	7060+50					-9 6/8	-0.020	-2		-2		-2		-2

NOTE
WHERE LANE OR SHOULDER SLOPES
ARE NOT SHOWN, MATCH EXISTING
SLOPE.

FROM MM 132.633 TO MM 132.860
(AREA 1) AND MM 135.114 TO MM
135.322 (AREA 2) IN ADDITION TO
THE 10' SHOULDER RECONSTRUCTION
ADDITIONAL SHIM/COLD PLANE WILL
BE REQUIRED TO RESTORE
SUPERELEVATION.

SOUTHBOUND
COLD PLANE DEPTHS SHEET 1

PROJECT NAME:	ST. JOHNSBURY-LYNDON
PROJECT NUMBER:	IM 09I-3(50)
FILE NAME:	11a346/cos/z11a346cplan1b1.dgn
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	p11a346_67
PLOT DATE:	10/17/2013
DRAWN BY:	JLS
CHECKED BY:	PTS
SHEET	67 OF 72

ESTIMATED COLD PLANE DEPTHS (INCHES)														
(NEGATIVE = COLD PLANE DEPTH, POSITIVE = SHIM DEPTH)														
SOUTHBOUND		SHLDR	SHLDR	DECEL	LANE	SHLDR	SHLDR	LANE	LANE	CL	LANE	LANE	SHLDR	SHLDR
MM	STA	-4' LT	SLOPE	LANE	SLOPE	-22' LT	SLOPE	-12' LT	SLOPE		SLOPE	12' RT	SLOPE	16' RT
133.731	7061+00					-10 1/8	-0.020	-2		-2		-2		-2
133.741	7061+50					-10 3/8	-0.020	-2		-2		-2		-2
133.750	7062+00					-10 7/8	-0.020	-2		-2		-2		-2
133.759	7062+50					-10 4/8	-0.020	-2		-2		-2		-2
133.769	7063+00					-10 1/8	-0.020	-2		-2		-2		-2
133.778	7063+50					-9 3/8	-0.020	-2		-2		-2		-2
133.788	7064+00					-9 4/8	-0.020	-2		-2		-2		-2
133.797	7064+50					-9	-0.020	-2		-2		-2		-2
133.807	7065+00					-9	-0.020	-2		-2		-2		-2
133.816	7065+50					-8 7/8	-0.020	-2		-2		-2		-2
133.826	7066+00					-8 7/8	-0.020	-2		-2		-2		-2
133.835	7066+50					-9 5/8	-0.020	-2		-2		-2		-2
133.845	7067+00					-10 2/8	-0.020	-2		-2		-2		-2
133.854	7067+50					-10 4/8	-0.020	-2		-2		-2		-2
133.864	7068+00					-10	-0.020	-2		-2		-2		-2
133.873	7068+50					-10 3/8	-0.020	-2		-2		-2		-2
133.883	7069+00					-10 3/8	-0.020	-2		-2		-2		-2
133.892	7069+50					-10 3/8	-0.020	-2		-2		-2		-2
133.902	7070+00					-10 7/8	-0.020	-2		-2		-2		-2
133.911	7070+50					-9 6/8	-0.020	-2		-2		-2		-2
133.920	7071+00					-10 3/8	-0.020	-2		-2		-2		-2
133.930	7071+50					-9 3/8	-0.020	-2		-2		-2		-2
133.939	7072+00					-9	-0.020	-2		-2		-2		-2
133.949	7072+50					-10 3/8	-0.020	-2		-2		-2		-2
133.958	7073+00					-10 4/8	-0.020	-2		-2		-2		-2
133.968	7073+50					-10 1/8	-0.020	-2		-2		-2		-2
133.977	7074+00					-8 7/8	-0.020	-2		-2		-2		-2
133.987	7074+50					-6 5/8	-0.020	-2		-2		-2		-2
133.996	7075+00					-4 6/8	-0.020	-2		-2		-2		-2
134.006	7075+50					-4 3/8	-0.020	-2		-2		-2		-2
134.015	7076+00					-2	MATCH	-2		-2		-2		-2
135.104	7133+50					-2	EXISTING	-2		-2		-2		-2
135.114	7134+00					-2 1/8	-0.060	-1 5/8	-0.020	-2	0.020	-2	-0.010	-2 1/8
135.123	7134+50					-1 6/8	-0.060	-1 1/8	-0.020	-2	0.020	-1 4/8	-0.020	-2 1/8
135.133	7135+00					-1 7/8	-0.060	-1 2/8	-0.020	-2	0.020	-1 5/8	-0.020	-2
135.142	7135+50					-1 5/8	-0.060	-1 2/8	-0.020	-2	0.020	-1 6/8	-0.020	-2 1/8
135.152	7136+00					-1 3/8	-0.060	-1 1/8	-0.020	-2	0.020	-1 2/8	-0.030	-1 7/8
135.161	7136+50					-1 2/8	-0.060	-1 4/8	-0.020	-2	0.020	- 4/8	-0.040	-1 3/8
135.170	7137+00					-1 4/8	-0.060	-1 5/8	-0.020	-2	0.020	- 4/8	-0.040	-1 3/8
135.180	7137+50					-2 4/8	-0.060	-2 1/8	-0.020	-2	0.020	- 3/8	-0.040	- 5/8
135.189	7138+00					-2 3/8	-0.060	-2	-0.020	-1 7/8	0.020	- 1/8	-0.040	-1 3/8
135.199	7138+50					-1	-0.060	-1	-0.020	- 7/8	0.020	1	-0.040	1/8
135.208	7139+00					-1 6/8	-0.060	- 4/8	-0.020	0	0.020	2 2/8	-0.040	1 1/8
135.218	7139+50					- 7/8	-0.060	- 1/8	-0.020	3/8	0.004	5/8	-0.040	- 1/8
135.227	7140+00					-2	-0.060	- 2/8	-0.020	2/8	-0.012	-1 6/8	-0.040	-2 1/8
135.237	7140+50					-1 3/8	-0.060	-1 2/8	-0.020	0	-0.020	-2 2/8	-0.040	-2 7/8
135.246	7141+00					-2 2/8	-0.060	-1 1/8	-0.020	- 1/8	-0.020	-2 3/8	-0.040	-2 5/8
135.256	7141+50					-1 4/8	-0.060	- 6/8	-0.020	1/8	-0.020	-1 3/8	-0.040	-1 2/8
135.265	7142+00					-1 3/8	-0.050	- 2/8	-0.020	1 2/8	-0.020	-0	-0.040	0
135.275	7142+50					-2 3/8	-0.040	-1	-0.020	1 3/8	-0.020	6/8	-0.040	1
135.284	7143+00					-1 7/8	-0.040	-1 5/8	-0.020	1 3/8	-0.020	1 2/8	-0.040	1 3/8
135.294	7143+50					-4 1/8	-0.040	-1	-0.007	1 4/8	-0.020	2 1/8	-0.040	2 4/8

ESTIMATED COLD PLANE DEPTHS (INCHES)														
(NEGATIVE = COLD PLANE DEPTH, POSITIVE = SHIMDEPTH)														
SOUTHBOUND		SHLDR	SHLDR	DECEL	LANE	SHLDR	SHLDR	LANE	LANE	CL	LANE	LANE	SHLDR	SHLDR
MM	STA	-4' LT	SLOPE	LANE	SLOPE	-22' LT	SLOPE	-12' LT	SLOPE		SLOPE	12' RT	SLOPE	16' RT
135.303	7144+00					-5 5/8	-0.040	- 3/8	0.007	1 3/8	-0.020	2 5/8	-0.040	3
135.313	7144+50					-4 4/8	-0.040	-1 1/8	0.022	- 1/8	-0.022	2	-0.040	2 1/8
135.322	7145+00					-5 6/8	-0.033	-1 4/8	0.036	-2	-0.036	-1 4/8	-0.040	-1 1/8
135.331	7145+50					-8 1/8	-0.034	-2		-2		-2		-2
135.341	7146+00					-8 5/8	-0.034	-2		-2		-2		-2
135.350	7146+50					-8 2/8	-0.034	-2		-2		-2		-2
135.360	7147+00					-8 2/8	-0.034	-2		-2		-2		-2
135.369	7147+50					-8 6/8	-0.034	-2		-2		-2		-2
135.379	7148+00					-9 2/8	-0.034	-2		-2		-2		-2
135.388	7148+50					-8 1/8	-0.034	-2		-2		-2		-2
135.398	7149+00					-8 6/8	-0.034	-2		-2		-2		-2
135.407	7149+50					-8 4/8	-0.034	-2		-2		-2		-2
135.417	7150+00					-8 3/8	-0.034	-2		-2		-2		-2
135.426	7150+50					-8 4/8	-0.034	-2		-2		-2		-2
135.436	7151+00					-8	-0.034	-2		-2		-2		-2
135.445	7151+50					-9	-0.034	-2		-2		-2		-2
135.455	7152+00					-8 5/8	-0.034	-2		-2		-2		-2
135.464	7152+50					-9 5/8	-0.034	-2		-2		-2		-2
135.473	7153+00					-10	-0.034	-2		-2		-2		-2
135.483	7153+50					-10 5/8	-0.034	-2		-2		-2		-2
135.492	7154+00					-12	-0.034	-2		-2		-2		-2
135.502	7154+50					-11 5/8	-0.034	-2		-2		-2		-2
135.511	7155+00					-12 2/8	-0.034	-2		-2		-2		-2
135.521	7155+50					-11 4/8	-0.034	-2		-2		-2		-2
135.530	7156+00					-10 7/8	-0.034	-2		-2		-2		-2
135.540	7156+50					-10 7/8	-0.034	-2		-2		-2		-2
135.549	7157+00					-11 1/8	-0.034	-2		-2		-2		-2
135.559	7157+50					-10 5/8	-0.034	-2		-2		-2		-2
135.568	7158+00					-10 5/8	-0.034	-2		-2		-2		-2
135.578	7158+50					-11	-0.034	-2		-2		-2		-2
135.587	7159+00					-11 5/8	-0.034	-2		-2		-2		-2
135.597	7159+50					-11 3/8	-0.034	-2		-2		-2		-2
135.606	7160+00					-11 1/8	-0.034	-2		-2		-2		-2
135.625	7161+00					-12	-0.034	-2		-2		-2		-2
135.634	7161+50					-10 4/8	-0.034	-2		-2		-2		-2
135.644	7162+00					-10 7/8	-0.034	-2		-2		-2		-2
135.653	7162+50					-10 2/8	-0.034	-2		-2		-2		-2
135.663	7163+00					-9 5/8	-0.034	-2		-2		-2		-2
135.672	7163+50					-10 4/8	-0.034	-2		-2		-2		-2
135.682	7164+00					-10 3/8	-0.034	-2		-2		-2		-2
135.691	7164+50					-10 6/8	-0.034	-2		-2		-2		-2
135.701	7165+00					-11 4/8	-0.034	-2		-2		-2		-2

**SOUTHBOUND
COLD PLANE DEPTHS SHEET 2**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 09I-3(50)

FILE NAME: Ila346/cos/zlla346cplan+bl.dgn PLOT DATE: 10/17/2013
PROJECT LEADER: PTS DRAWN BY: JLS
DESIGNED BY: NLL CHECKED BY: PTS
IPARM FILE NAME: pila346_68 SHEET 68 OF 72

ESTIMATED COLD PLANE DEPTHS (INCHES)														
(NEGATIVE = COLD PLANE DEPTH, POSITIVE = SHIM DEPTH)														
SOUTHBOUND		SHLDR	SHLDR	DECEL	LANE	SHLDR	SHLDR	LANE	LANE	CL	LANE	LANE	SHLDR	SHLDR
MM	STA	-4' LT	SLOPE	LANE	SLOPE	-22' LT	SLOPE	-12' LT	SLOPE		SLOPE	12' RT	SLOPE	16' RT
135.710	7165+50					-11 2/8	-0.034	-2		-2		-2		-2
135.720	7166+00					-11 1/8	-0.034	-2		-2		-2		-2
135.729	7166+50					-10 6/8	-0.034	-2		-2		-2		-2
135.739	7167+00					-10	-0.034	-2		-2		-2		-2
135.748	7167+50					-10 2/8	-0.034	-2		-2		-2		-2
135.758	7168+00					-10 7/8	-0.034	-2		-2		-2		-2
135.767	7168+50					-11 4/8	-0.034	-2		-2		-2		-2
135.777	7169+00					-12 4/8	-0.034	-2		-2		-2		-2
135.786	7169+50					-12	-0.034	-2		-2		-2		-2
135.795	7170+00					-11	-0.034	-2		-2		-2		-2
135.805	7170+50					-11	-0.034	-2		-2		-2		-2
135.814	7171+00					-11 4/8	-0.034	-2		-2		-2		-2
135.824	7171+50					-11 4/8	-0.034	-2		-2		-2		-2
135.833	7172+00					-11 5/8	-0.034	-2		-2		-2		-2
135.843	7172+50					-12 2/8	-0.034	-2		-2		-2		-2
135.852	7173+00					-11 6/8	-0.034	-2		-2		-2		-2
135.862	7173+50					-11 6/8	-0.034	-2		-2		-2		-2
135.871	7174+00					-11 3/8	-0.034	-2		-2		-2		-2
135.881	7174+50					-11 1/8	-0.034	-2		-2		-2		-2
135.616	7160+50					-12	-0.034	-2		-2		-2		-2
135.890	7175+00					-12	-0.034	-2		-2		-2		-2
135.900	7175+50					-11 3/8	-0.034	-2		-2		-2		-2
135.909	7176+00					-11 3/8	-0.034	-2		-2		-2		-2
135.919	7176+50					-11 2/8	-0.034	-2		-2		-2		-2
135.928	7177+00					-10 7/8	-0.034	-2		-2		-2		-2
135.938	7177+50					-11 2/8	-0.034	-2		-2		-2		-2
135.947	7178+00					-11 1/8	-0.034	-2		-2		-2		-2
135.956	7178+50					-11 1/8	-0.034	-2		-2		-2		-2
135.966	7179+00					-11 2/8	-0.034	-2		-2		-2		-2
135.975	7179+50					-11 5/8	-0.034	-2		-2		-2		-2
135.985	7180+00					-12 2/8	-0.034	-2		-2		-2		-2
135.994	7180+50					-12 6/8	-0.034	-2		-2		-2		-2
136.004	7181+00					-11 7/8	-0.034	-2		-2		-2		-2
136.013	7181+50					-11 6/8	-0.034	-2		-2		-2		-2
136.023	7182+00					-11 2/8	-0.034	-2		-2		-2		-2
136.032	7182+50					-10 6/8	-0.034	-2		-2		-2		-2
136.042	7183+00					-11 4/8	-0.034	-2		-2		-2		-2
136.051	7183+50					-13 4/8	-0.034	-2		-2		-2		-2
136.061	7184+00					-12 1/8	-0.034	-2		-2		-2		-2
136.070	7184+50					-11 6/8	-0.034	-2		-2		-2		-2
136.080	7185+00					-11 7/8	-0.034	-2		-2		-2		-2
136.089	7185+50					-11 4/8	-0.034	-2		-2		-2		-2
136.098	7186+00					-10 6/8	-0.034	-2		-2		-2		-2
136.108	7186+50					-12	-0.034	-2		-2		-2		-2
136.117	7187+00					-11 1/8	-0.034	-2		-2		-2		-2
136.127	7187+50					-10 4/8	-0.034	-2		-2		-2		-2
136.136	7188+00					-10 6/8	-0.034	-2		-2		-2		-2
136.146	7188+50					-10 1/8	-0.034	-2		-2		-2		-2
136.155	7189+00					-8 6/8	-0.034	-2		-2		-2		-2
136.165	7189+50					-8 3/8	-0.034	-2		-2		-2		-2
136.174	7190+00					-8	-0.034	-2		-2		-2		-2
136.184	7190+50					-5 1/8	-0.034	-2		-2		-2		-2
136.193	7191+00					-4 5/8	-0.034	-2		-2		-2		-2
136.203	7191+50					-2	MATCH	-2		-2		-2		-2
137.214	7244+90					-2	EXISTING	-2		-2		-2		-2

**SOUTHBOUND
COLD PLANE DEPTHS SHEET 3**

PROJECT NAME: ST. JOHNSBURY-LYNDON

PROJECT NUMBER: IM 09I-3(50)

FILE NAME: Ila346/cos/zlla346cplantbl.dgn PLOT DATE: 10/17/2013
PROJECT LEADER: PTS DRAWN BY: JLS
DESIGNED BY: NLL CHECKED BY: PTS
IPARM FILE NAME: plla346_69 SHEET 69 OF 72

TEMPORARY TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH STANDARDS T-11 AND T-12. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL.

2. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE WILL BE APPROVED BY THE ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 641.15, "PORTABLE CHANGEABLE MESSAGE SIGN". THE CONTRACTOR SHALL POSITION A PCMS ON I-93 PRIOR TO I-91 INTERCHANGE #19 (WATERFORD) WARNING NORTHBOUND MOTORISTS OF EXPECTED ROADWAY CONDITIONS AND REDUCED ROADWAY WIDTHS. PCMS SHOULD NOT REPLACE ANY OF THE SIGNING DETAILED IN THE MUTCD AND SHOULD NOT BE USED IF STANDARD TRAFFIC CONTROL DEVICES ADEQUATELY PROVIDE THE INFORMATION THE MOTORISTS NEED TO TRAVEL SAFELY. THE PCMS SHALL CONSIST OF EITHER ONE OR TWO PHASES. TYPICALLY, A PHASE SHALL CONSIST OF UP TO THREE LINES OF EIGHT CHARACTERS PER LINE. THE PCMS SHOULD BE USED AS A SUPPLEMENT AND NOT AS A SUBSTITUTE FOR CONVENTIONAL SIGNS AND PAVEMENT MARKINGS. THE PCMS SHOULD COMMUNICATE WHAT INFORMATION MOTORISTS NEED TO KNOW. UNNECESSARY INFORMATION SHOULD BE AVOIDED. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS.

3. THE BID PRICE FOR ITEM 641.10, "TRAFFIC CONTROL", SHALL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE FLASHING ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VAOT STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED IN THE UNIT BID PRICE. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY:
ITEM 630.10 - "UNIFORMED TRAFFIC OFFICERS"
ITEM 630.15 - "FLAGGERS"

4. THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC DEVICES ARE ERECTED OR PLACED, OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED, THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT, OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.

5. INSTALLATION OF CONSTRUCTION ZONE SIGNING SHALL NOT BLOCK EXISTING SIGN ASSEMBLIES. A MINIMUM OF 200 FEET SHALL BE MAINTAINED BETWEEN ANY EXISTING SIGN AND THE CONSTRUCTION SIGNS.

6. ON VAOT STANDARD T-11, SIGN W4-2 MAY BE REPLACED WITH W9-2.

7. ALL TEMPORARY SPEED LIMIT SIGNS (R2-1) SHALL INCLUDE "WORK ZONE" SIGN (G20-5aP).

8. SEE VAOT STANDARD T-10 FOR ADDITIONAL SIGN PLACEMENT DETAILS.

9. CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

10. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS AND SPECIAL PROVISIONS.

11. DIAMOND SHAPED SIGNS SHALL BE 48" X 48" WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.

12. RETROREFLECTIVE SHEETING SHALL BE MINIMUM ASTM D 4956 TYPE III OR VIII AS NOTED ON VAOT STANDARD T-1 AND IN THE SPECIAL PROVISIONS.

13. ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE MOUNTED ON STANDS OR POSTS THAT COMPLY WITH NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 350 (NCHRP 350).

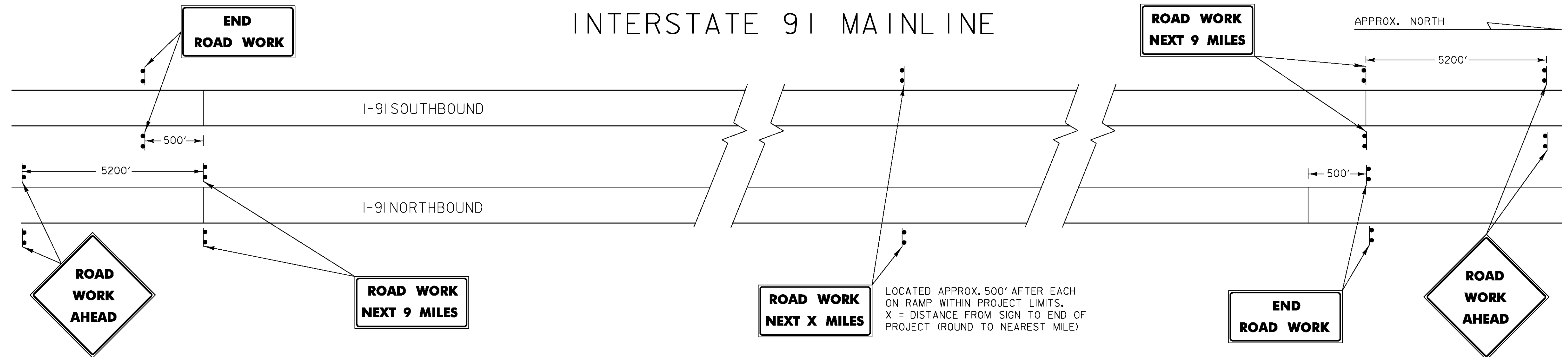
14. WHERE TEMPORARY SIGNS ARE PLACED BEHIND GUARDRAIL, THEY SHALL BE ADJUSTED SUCH THAT THE BOTTOM OF SIGN IS ABOVE THE TOP OF GUARDRAIL.

15. AS THE PAVING OPERATION MOVES, FLAGGER SIGNS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THEN 1000 FEET FROM THE FLAGGER STATION. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES.

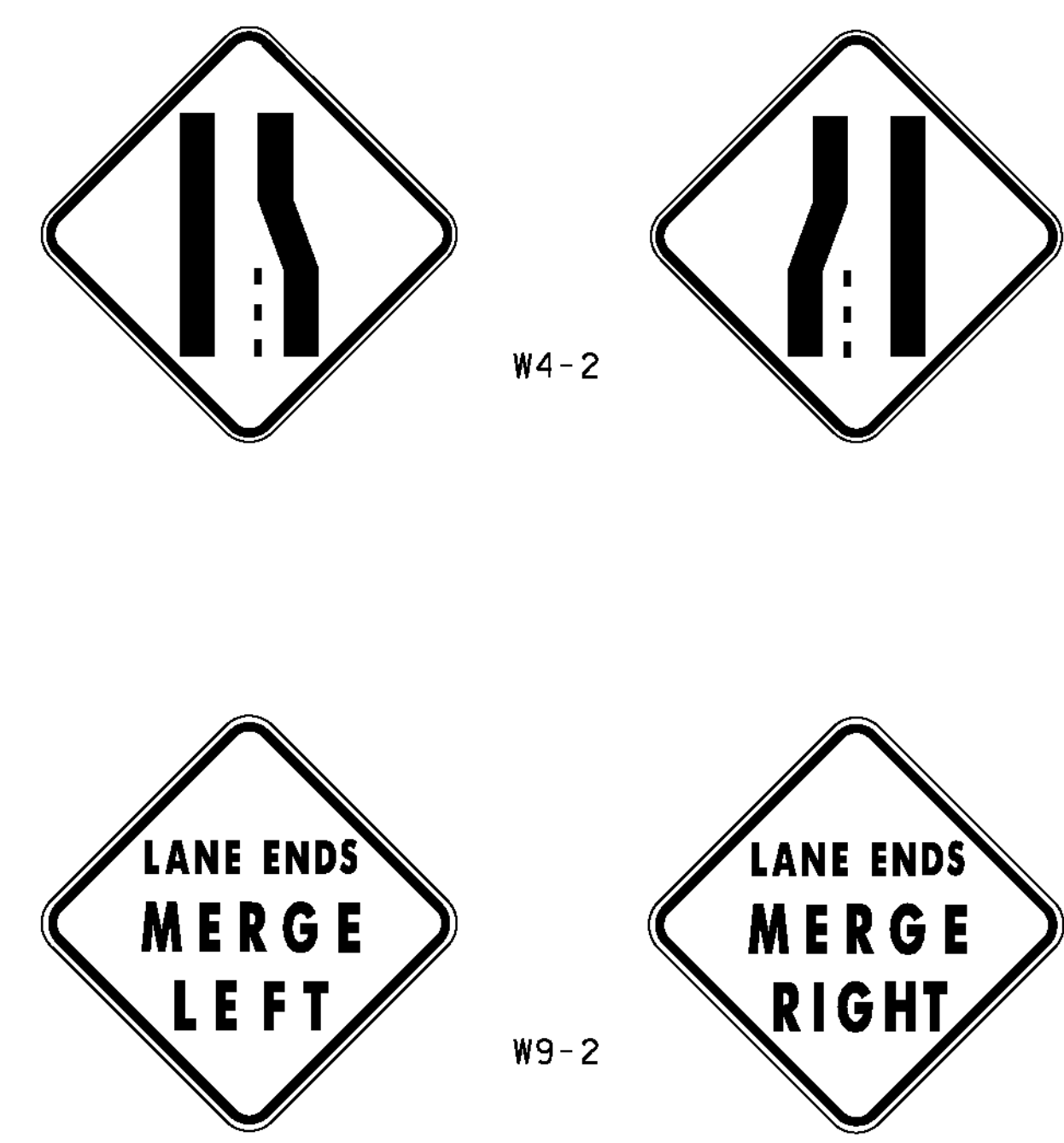
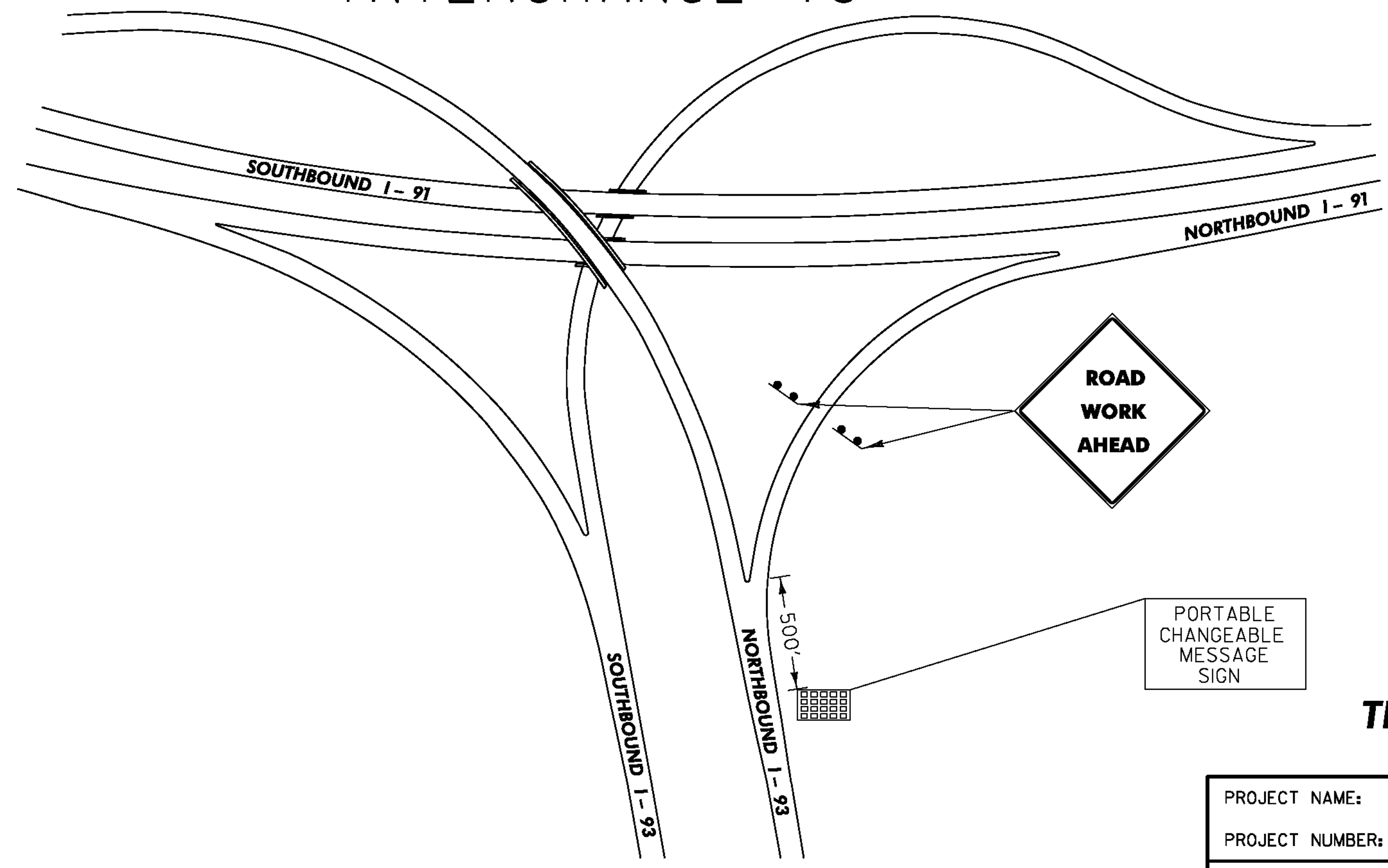
16. BARRELS AND CONES SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK SPACE ALONG ITS ENTIRE LENGTH.

17. FOR LANE CLOSURES GREATER THEN 1/2 MILE LONG, PLACE ONE TYPE III BARRICADE ACROSS THE CLOSED LANE AT 1500 FOOT INTERVALS.
- NOT TO SCALE
- TEMPORARY TRAFFIC CONTROL NOTES SHEET
- | | |
|---|-----------------------|
| PROJECT NAME: ST. JOHNSBURY-LYNDON | |
| PROJECT NUMBER: IM 091-3(50) | |
| FILE NAME: Ila346/cos/zlla346+cpdet.dgn | PLOT DATE: 10/17/2013 |
| PROJECT LEADER: PTS | DRAWN BY: SNG |
| DESIGNED BY: VTRANS | CHECKED BY: PTS |
| IPARM FILE NAME: plla346_70 | SHEET 70 OF 72 |

INTERSTATE 91 MAINLINE



INTERCHANGE 19

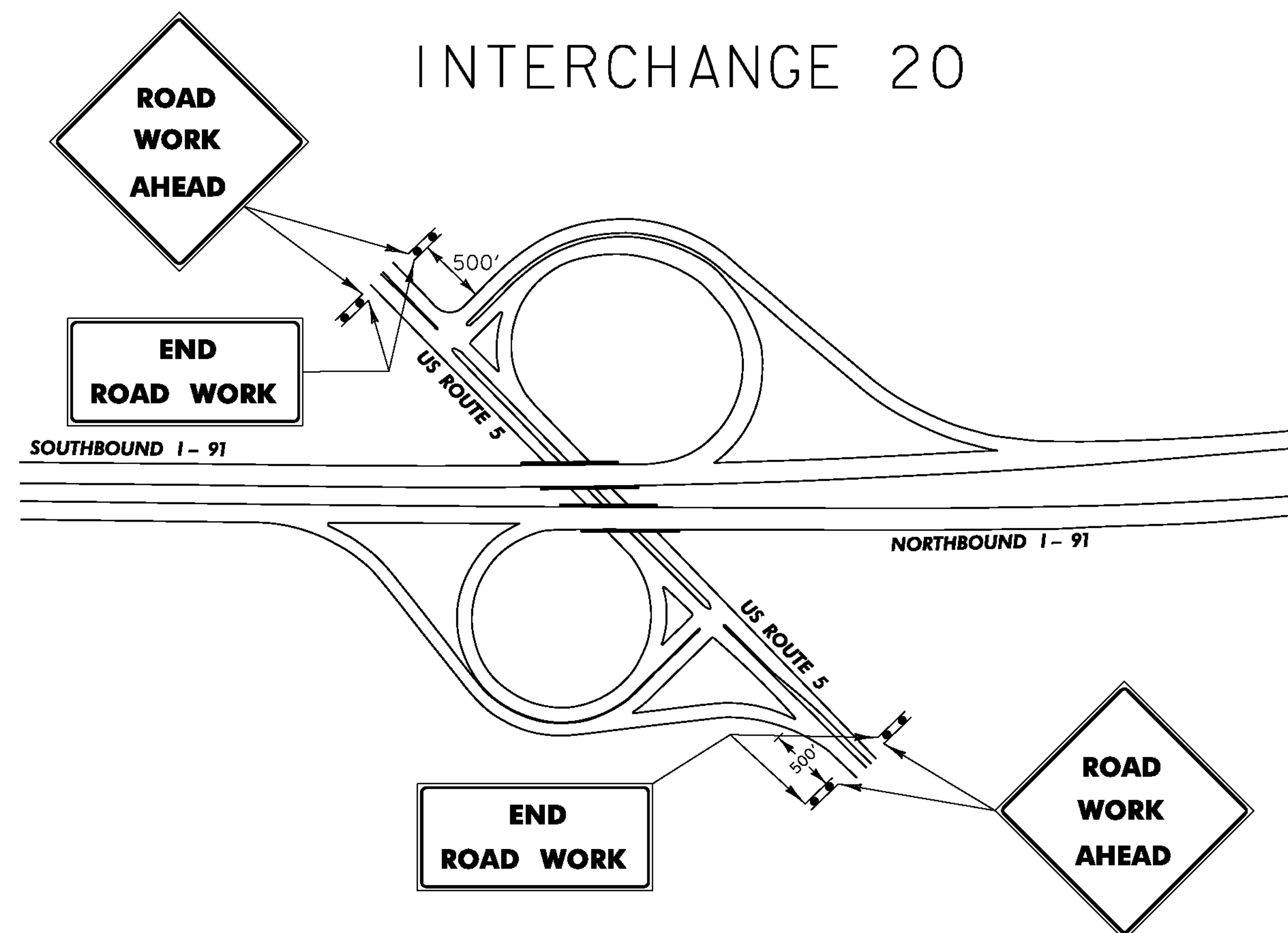


NOT TO SCALE

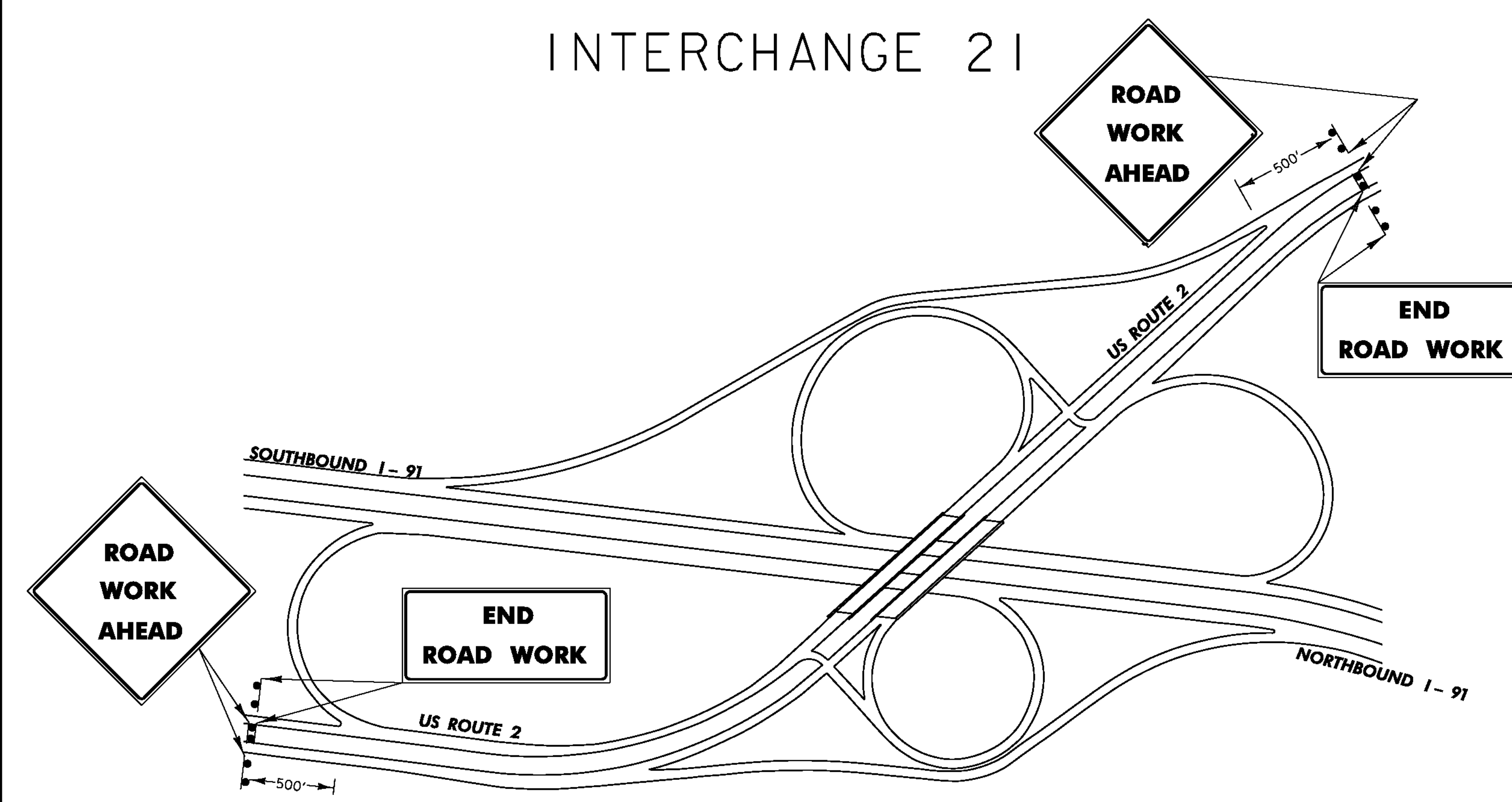
TEMPORARY TRAFFIC CONTROL SHEET 1

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zila346+cp.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: SNG
DESIGNED BY: VTRANS	CHECKED BY: PTS
IPARM FILE NAME: pila346_71	SHEET 71 OF 72

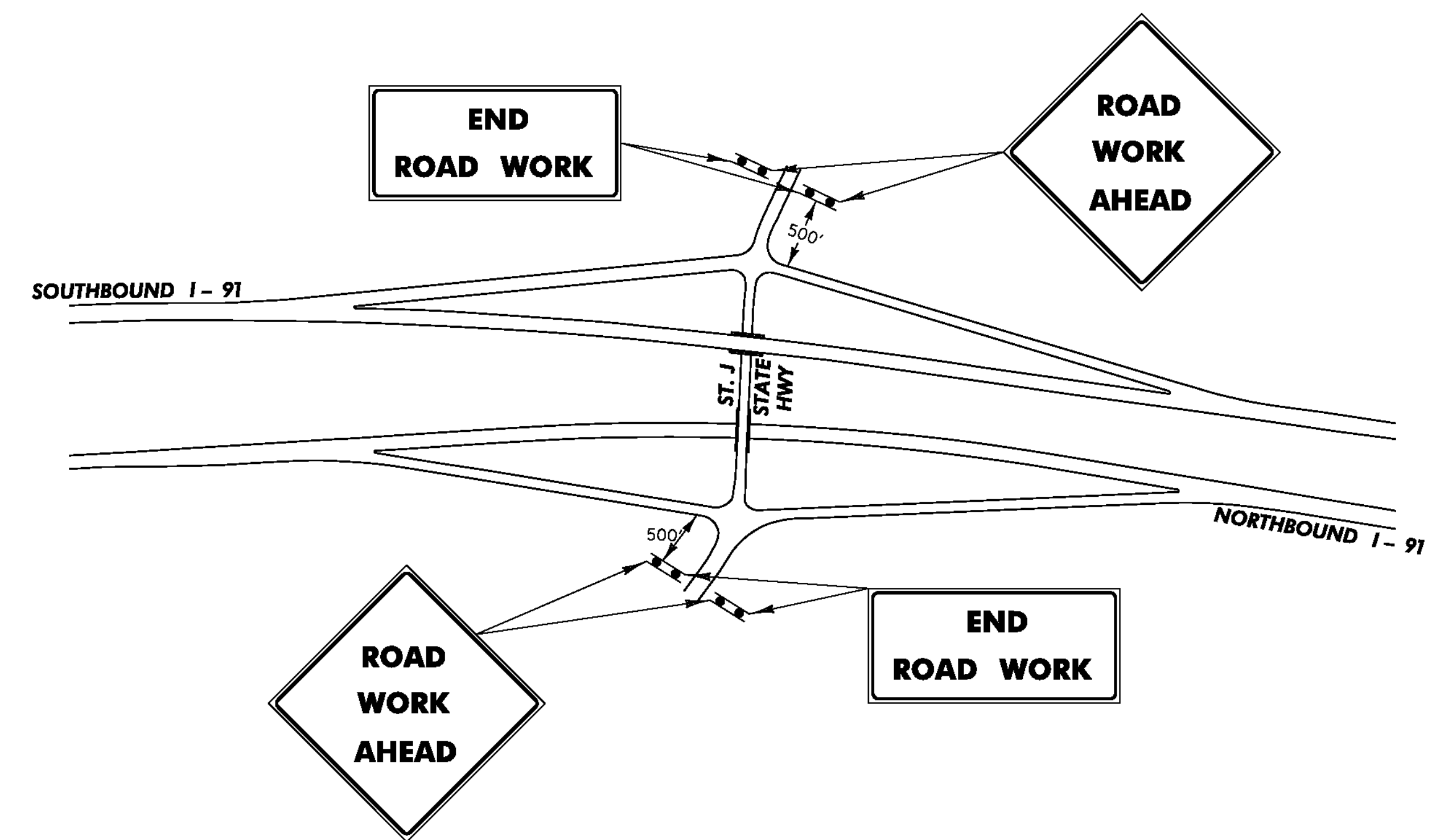
INTERCHANGE 20



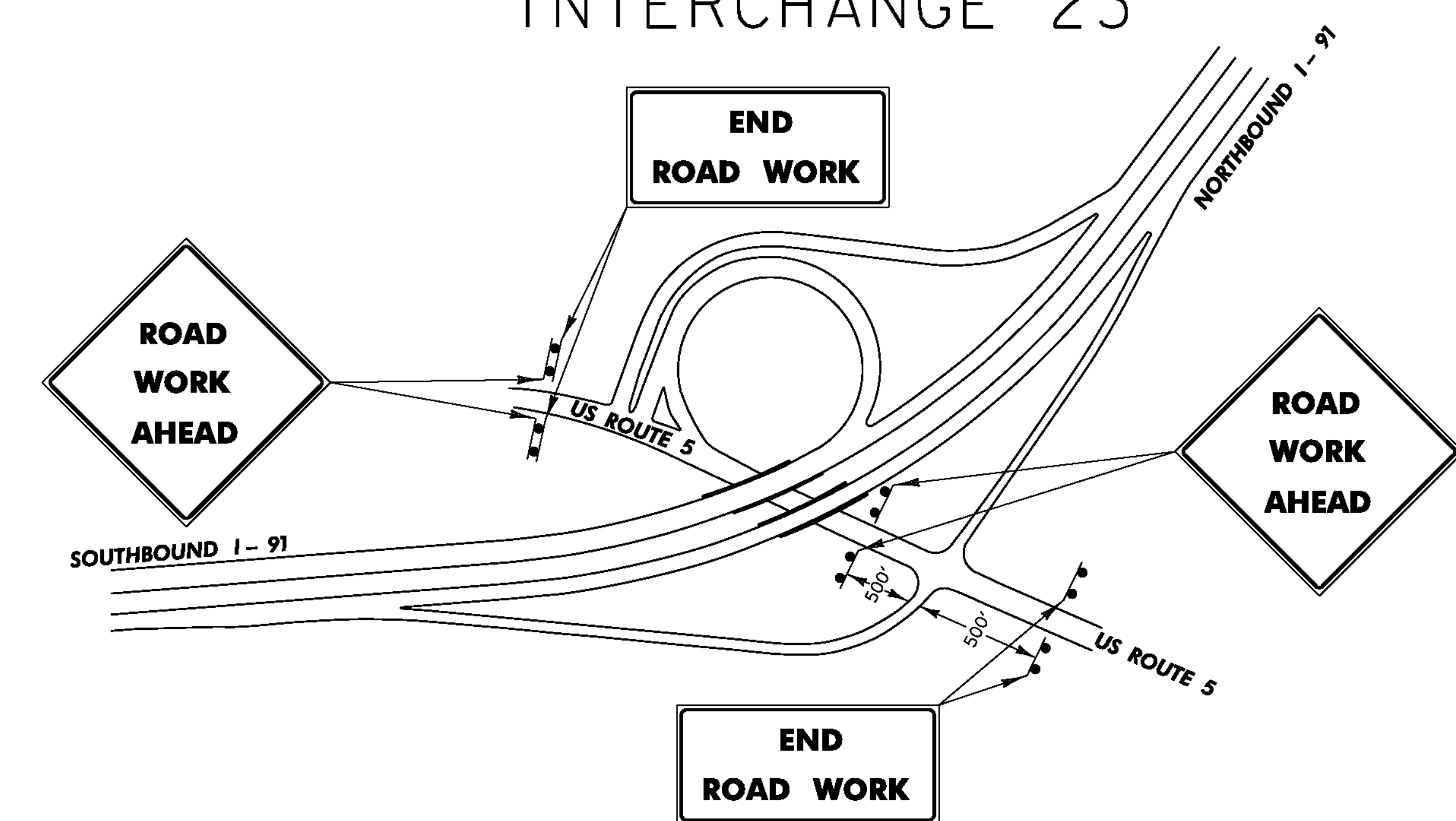
INTERCHANGE 21



INTERCHANGE 22



INTERCHANGE 23



TEMPORARY TRAFFIC CONTROL SHEET 2

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 09I-3(50)	
FILE NAME: Ila346/cos/zila346+cp.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: SNG
DESIGNED BY: VTRANS	CHECKED BY: PTS
IPARM FILE NAME: plia346_72	SHEET 72 OF 72

NOT TO SCALE