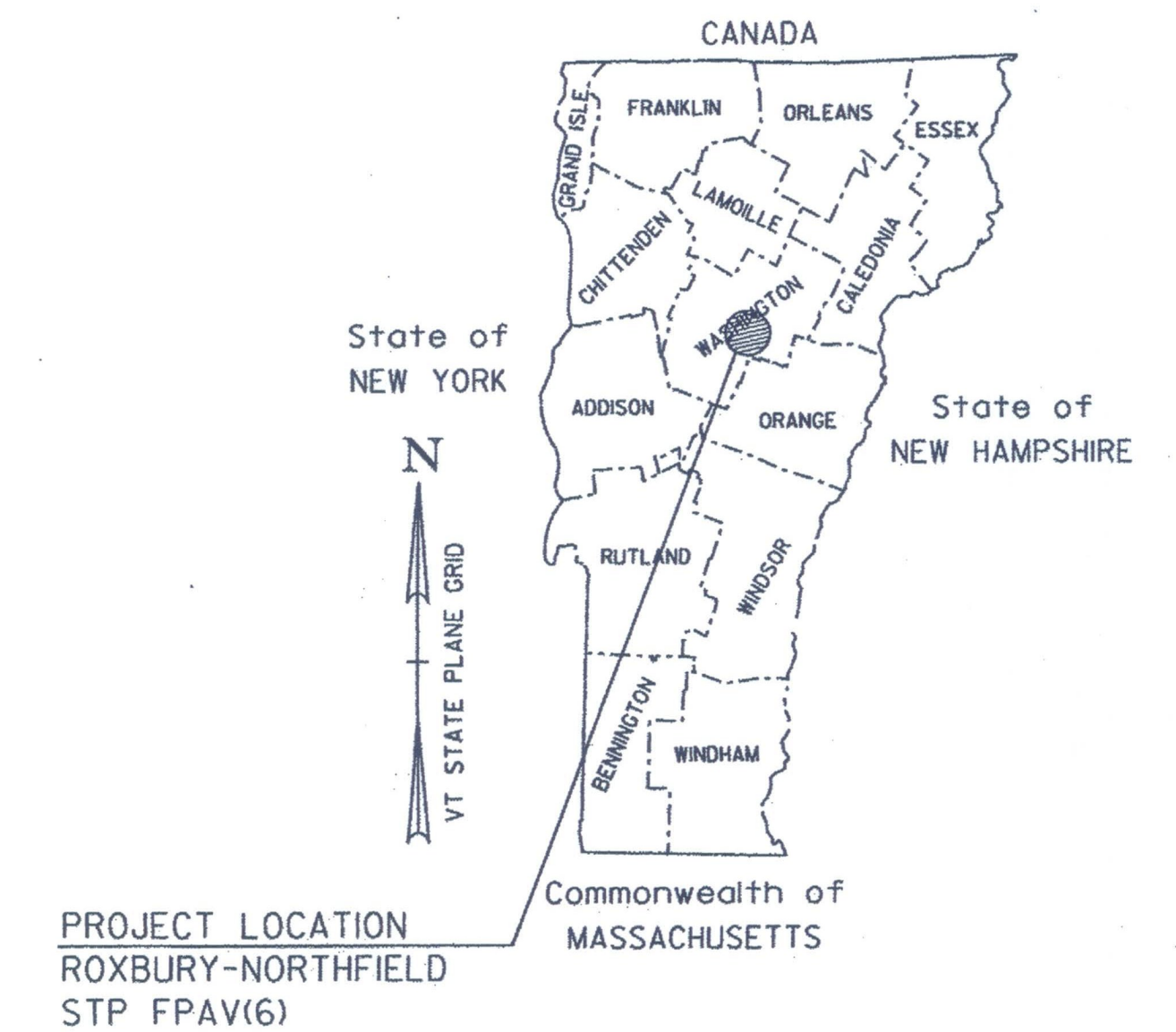


STATE OF VERMONT
AGENCY OF TRANSPORTATION



TRAFFIC DATA													
LOCATION VT ROUTE 12	MILE MARKS	AADT		DHV		%T		%D		ADTT		ESALs	
		2016	2026	2016	2026	2016	2026	2016	2026	2016	2026	2016-2026	2016-2036
BEGIN PROJECT TO OLD MILL HILL RD	0.409- 1.742	850	860	120	120	5.9	7.4	62	62	55	70	107,000	244,000
OLD MILL HILL RD TO LOVERS LN	1.742- 2.034	1300	1300	150	150	1.0	1.3	62	62	45	60	155,000	373,000
LOVERS LN TO END PROJECT	2.034- 2.130	4000	4000	460	460	2.1	2.8	58	58	180	230	530,000	1,285,000

POSTED SPEED : 40, 50 MPH
DESIGN SPEED : EQUAL TO POSTED SPEED



PROPOSED IMPROVEMENT
TOWNS OF ROXBURY & NORTHFIELD
COUNTY OF WASHINGTON
VT ROUTE 12 (MAJOR COLLECTOR)

BEGINNING ON VT ROUTE 12 IN ROXBURY AT STATION 21+59.00 (MM 0.409) AND EXTENDING NORTHERLY ALONG VT ROUTE 12
A DISTANCE OF 16,898.00 FEET (3.200 MILES) TO STATION N 112+48.00 (MM 2.130) IN THE TOWN OF NORTHFIELD.

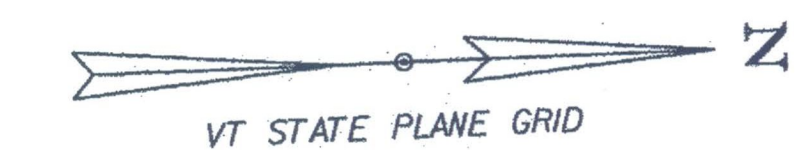
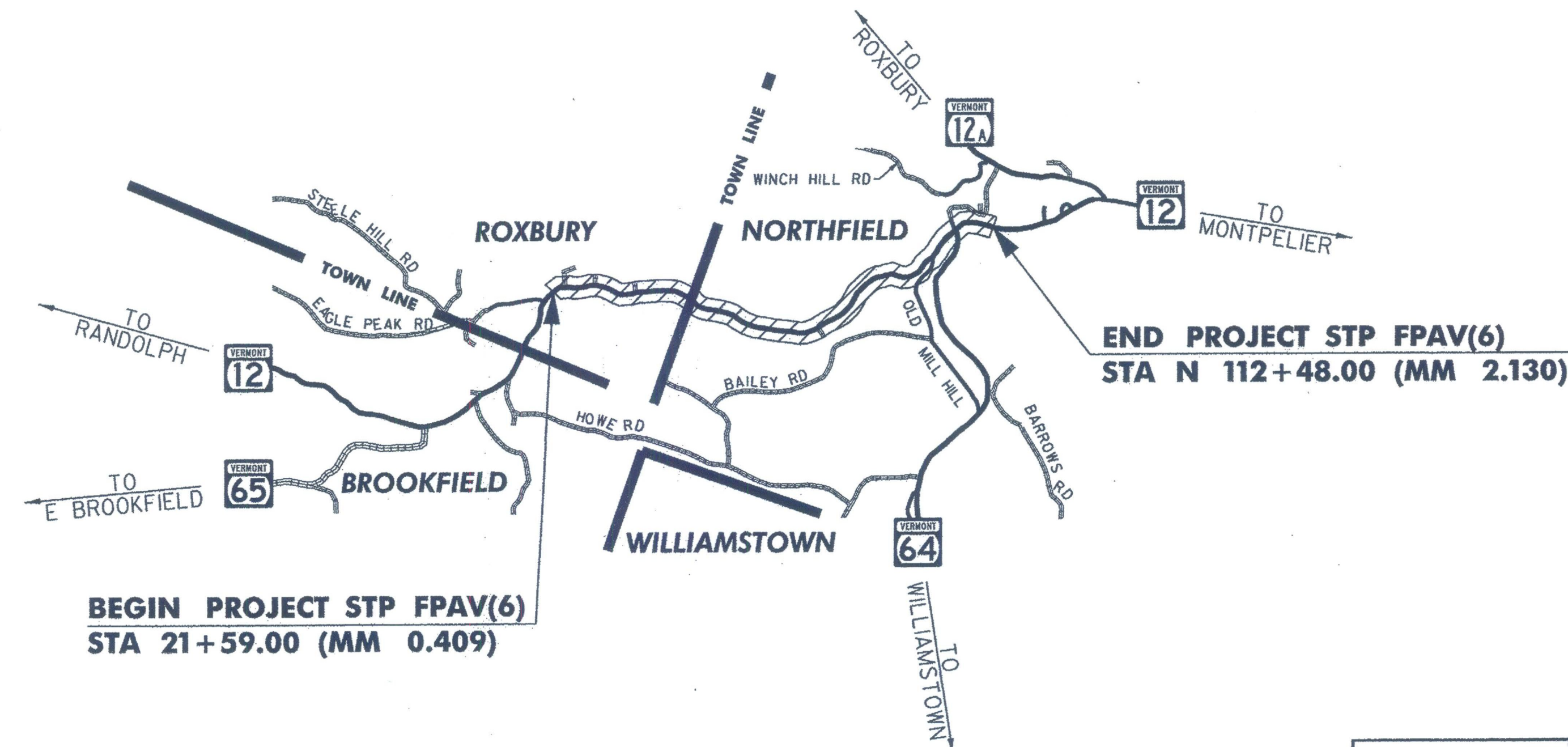
ROXBURY STA 21+59.00 (MM 0.409) ~ STA 78+09.00 (MM 1.479) = 5,650.00 FEET (1.070 MILES)
NORTHFIELD STA N 0+00.00 (MM 0.000) ~ STA N 112+48.00 (MM 2.130) = 11,248.00 FEET (2.130 MILES)

LENGTH OF ROADWAY = 16,898.00 FEET (3.200 MILES)
LENGTH OF PROJECT = 16,898.00 FEET (3.200 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES PAVING THE EXISTING
HIGHWAY, GUARDRAIL, PAVEMENT MARKINGS AND OTHER HIGHWAY RELATED ITEMS.

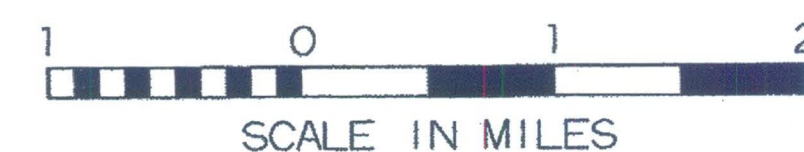
SUPERPAVE BITUMINOUS CONCRETE PAVEMENT MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	151,280
DESIGN NUMBER OF GYRATIONS	50
PERFORMANCE GRADED ASPHALT BINDER	SEE SUBSECTION 490.03(b)

RECORD PLANS	
CONTRACTOR:	PIKE INDUSTRIES, INC. - BERLIN, VT
RESIDENT ENGINEER:	MATT BIRCHARD
CONSTRUCTION BEGAN:	JUNE 01, 2017
CONSTRUCTION COMPLETE:	AUGUST 02, 2017
RECORD PLANS BY:	MATT BIRCHARD & JESSE IVES
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY <u>Matthew Birchard</u>	RESIDENT ENGINEER
DATE <u>04/11/19</u>	
NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found by contacting Vtrans Records Management.	

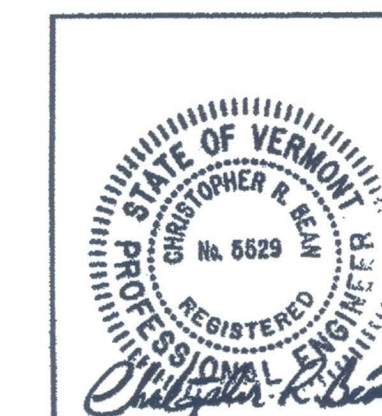


CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE
WITH THESE PLANS AND THE STANDARD SPECIFICATIONS
FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE
FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011
FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT
REVISIONS AND SUCH REVISED SPECIFICATIONS AND
SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE
PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 3	
SURVEYED BY : N/A	
SURVEYED DATE : N/A	
DATUM	
VERTICAL	N/A
HORIZONTAL	N/A



BUILT AS DESIGNED



**CONSULTING
ENGINEERS**
540 Commercial Street
Manchester, NH 03101
(603) 668-8223
www.cldengineers.com

DIRECTOR OF PROJECT DELIVERY	
APPROVED <u>Jonathan Harrington</u>	DATE <u>2/7/2017</u>
PROJECT MANAGER : JONATHAN HARRINGTON, P.E.	
PROJECT NAME : ROXBURY-NORTHFIELD	
PROJECT NUMBER : STP FPAV(6)	
SHEET 1 OF 21 SHEETS	

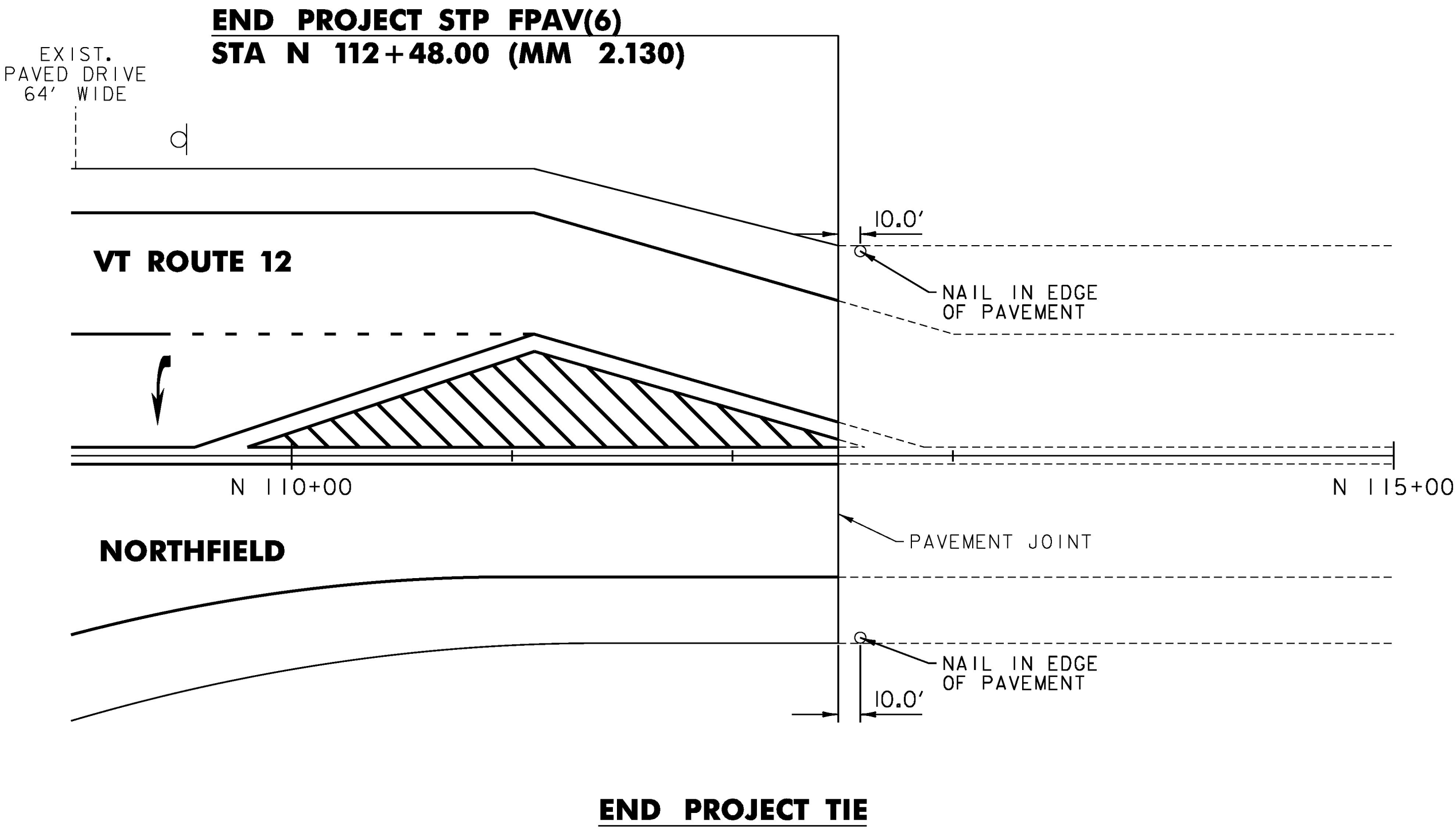
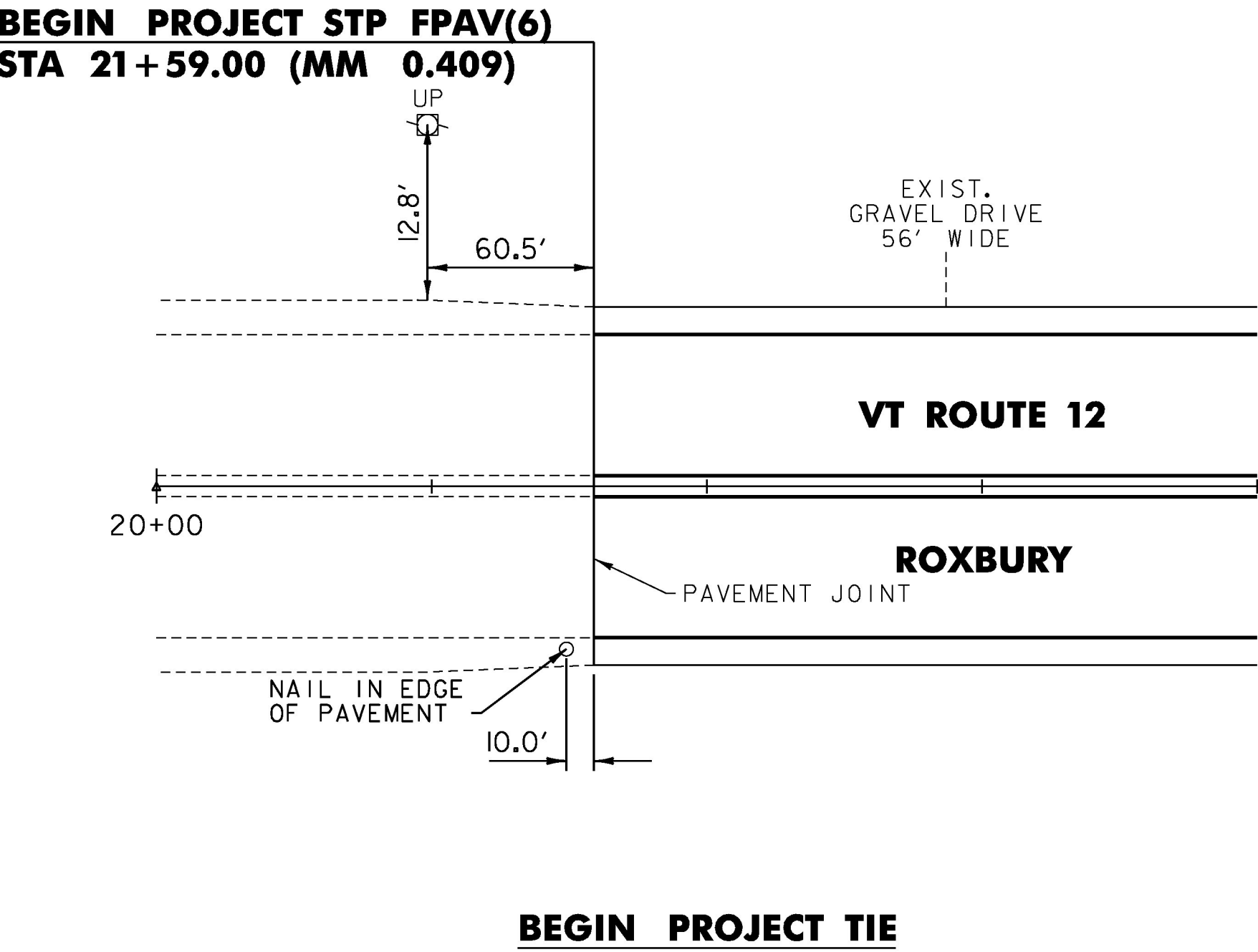
INDEX OF SHEETS

INDEX OF VAOT STANDARDS

STD	DATE	DESCRIPTION
B-71	7/8/2005	STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES
E-193	8/18/1995	PAVEMENT MARKING DETAILS
G-1	3/10/2017	STEEL BEAM GUARDRAIL WITH STEEL POSTS, STEEL BEAM GUARDRAIL WITH WOOD POSTS
G-1d	3/10/2017	STEEL BEAM GUARDRAIL END TERMINALS, ANCHOR FOR STEEL BEAM GUARDRAIL, STEEL BEAM MEDIAN BARRIER
T-1	4/25/2016	TRAFFIC CONTROL GENERAL NOTES
T-10	8/6/2012	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING
T-17	8/6/2012	TRAFFIC CONTROL MISCELLANEOUS DETAILS
T-24	8/6/2012	TRAFFIC CONTROL FOR MAINTENANCE PAVEMENT MARKING OPERATION
T-28	8/6/2012	CONSTRUCTION SIGN DETAILS
T-29	8/6/2012	CONSTRUCTION SIGN DETAILS
T-30	8/6/2012	CONSTRUCTION SIGN DETAILS
T-31	8/6/2012	CONSTRUCTION SIGN DETAILS
T-36	8/6/2012	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS FOR PAVING
T-40	1/2/2013	DELINEATORS AND MILEPOSTS
T-45	1/2/2013	SQUARE TUBE SIGN POST AND ANCHOR

INDEX OF SHEETS

SHT		
1	TITLE SHEET	
2	INDEX OF SHEETS	
3	CONVENTIONAL SYMBOLOGY LEGEND SHEET	
4	PROJECT NOTES	
5-6	TYPICAL SECTION SHEETS	
7-8	QUANTITY SHEETS	
9-10	ITEM DETAIL SHEETS	
11-12	GUARDRAIL REPLACEMENT DETAIL SHEETS	
13	HANDWORK DETAIL SHEET	
14-20	PLAN SHEETS	
21	CONSTRUCTION APPROACH SIGNING	
HIGHWAY SAFETY & DESIGN DETAIL		
HSD-400.01	SAFETY EDGE DETAILS	3/29/2016
HSD-621.06	MISCELLANEOUS GUARDRAIL DETAILS	2/27/2017
STRUCTURES DETAIL		
SD-516.10	BRIDGE JOINT ASPHALTIC PLUG	8/29/2011



NOT TO SCALE

PROJECT NAME:	ROXBURY-NORTHFIELD
PROJECT NUMBER:	STP FPAV(6)
FILE NAME: z16v027frm.dgn	PLOT DATE: 3/21/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
INDEX OF SHEETS	SHEET 2 OF 21

SYMBOLOLOGY LEGEND NOTE

COMMON TOPOGRAPHIC POINT SYMBOLS

THESE ARE COMMON VAOT SURVEY POINT SYMBOLS FOR EXISTING FEATURES, ALSO USED FOR PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROPOSED ANNOTATION.

CODE	DESCRIPTION
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
CC	CENTER OF CURVE
PT	POINT OF TANGENCY
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
POB	POINT OF BEGINNING
POE	POINT OF ENDING
STA	STATION PREFIX
AH	AHEAD STATION SUFFIX
BK	BACK STATION SUFFIX
D	CURVE DEGREE OF (100FT)
R	CURVE RADIUS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE

UNDERGROUND UTILITIES

ABOVE GROUND UTILITIES (AERIAL)

PROJECT CONSTRUCTION SYMBOLOGY

— -- —CZ— -- — CLEAR ZONE
 ===== PLAN LAYOUT MATCHLINE

	TOP OF CUT SLOPE
	TOE OF FILL SLOPE
	STONE FILL
	BOTTOM OF DITCH &
	CULVERT PROPOSED
	STRUCTURE SUBSURFACE
	PROJECT DEMARCATION FENCE
	BARRIER FENCE
	TREE PROTECTION ZONE (TPZ)
	STRIPING LINE REMOVAL
	SHEET PILES

BOUNDARY LINES

R. O. W. ABBREVIATIONS (CODES) & SYMBOLS

EPSC LAYOUT PLAN SYMBOLOGY

EPSC MEASURES

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLOGY

ENVIRONMENTAL RESOURCES

ARCHEOLOGICAL & HISTORIC

CONVENTIONAL TOPOGRAPHIC SYMBOLOLOGY

EXISTING FEATURES

PROJECT NAME:	ROXBURY-NORTHFIELD
PROJECT NUMBER:	STP FPAV(6)

FILE NAME: z16v027frm.dgn	PLOT DATE: 2/8/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
CONVENTIONAL SYMBOLOLOGY LEGEND SHEET	SHEET 3 OF 21

NOT TO SCALE

PROJECT NOTES

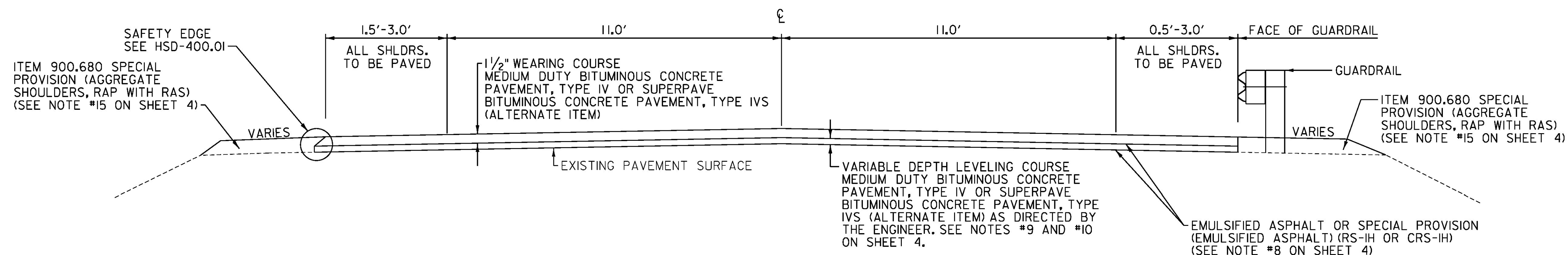
1. ALL PROPOSED WORK TO BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY.
2. EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF THREE INCHES OR AS DIRECTED BY THE ENGINEER. EXCAVATION SHALL BE PAID UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I AND ITEM 608.37 TRUCK RENTAL. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED AS DIRECTED BY THE ENGINEER. EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES, OR REMOVED FROM THE PROJECT AS DIRECTED BY THE ENGINEER.
3. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POT HOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED FOLLOWING COLD PLANING AND PRIOR TO PAVING. THE PATCHING OF ALL CRACKS GREATER THAN ONE INCH AND POT HOLE REPAIR SHALL BE COMPLETED WITH ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I). AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED.
4. 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 THE CONTRACTOR'S 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.
5. 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 406.27 MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT OR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
6. PAVEMENT WILL BE AN ALTERNATE AND PAID UNDER ITEM 406.27 MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT OR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
7. ALL BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 1/4" +/- (TOTAL THICKNESS EXCLUDING LEVELING COURSE).
8. EMULSIFIED ASPHALT 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. EMULSIFIED ASPHALT WILL PAID UNDER ITEM 404.65 EMULSIFIED ASPHALT OR ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H).
9. IF ITEM 406.27 MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT ALTERNATE IS SELECTED, THE WEARING COURSE AND LEVELING COURSE SHALL BE TYPE IV MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT. ALL PG GRADED ASPHALT CEMENT USED IN THE MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT SHALL BE AS SPECIFIED IN SUBSECTION 406.03(b). IF ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT ALTERNATE IS SELECTED, THE WEARING COURSE AND LEVELING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. ALL PG GRADED ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE AS SPECIFIED IN SUBSECTION 490.03(b).
10. FOR ESTIMATING PURPOSES 3/4" LEVELING COURSE HAS BEEN QUANTIFIED FOR THE PROJECT. THE LEVELING COURSE DEPTH IS MEANT TO CORRECT PROFILE DEFICIENCIES PRIOR TO THE WEARING COURSE BEING PLACED. THE ENGINEER WILL WORK WITH VTRANS PAVEMENT DESIGN STAFF TO DETERMINE THE ACTUAL LEVELING COURSE DEPTH.
11. RUBBER TIRE COMPACTION ROLLERS SHALL BE USED ON THE LEVELING COURSE TO MAXIMIZE COMPACTION ON THE UNEVEN SURFACES.
12. ITEM 406.28 AIR VOIDS PAY ADJUSTMENT (N.A.B.I.) PAY ITEM WILL BE REQUIRED FOR ITEM 406.27 MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT OR ITEM 490.31 AIR VOIDS PAY ADJUSTMENT (N.A.B.I.) PAY ITEM WILL BE REQUIRED FOR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
13. EDGES OF PAVEMENT SHALL INCLUDE A SAFETY EDGE. SEE SAFETY EDGE DETAILS (HIGHWAY SAFETY & DESIGN DETAIL HSD-400.01).
14. ALL SIDE ROADS ARE TO BE PAVED FOUR FEET FROM THE EDGE OF MAINLINE SHOULDER UNLESS OTHERWISE SPECIFIED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
15. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE ENGINEER. THIS WORK WILL PAID UNDER ITEM 900.680 SPECIAL PROVISION (AGGREGATE SHOULDERS, RAP WITH RAS).
16. ALL PAVED AND GRAVEL RESIDENTIAL, COMMERCIAL, FIELD AND WOOD DRIVES SHALL RECEIVE A TWO FEET PAVED APRON UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ANY AND ALL REQUIRED EXCAVATION AND ASSOCIATED DRIVE GRADING IN DRIVE AREAS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER AND WILL BE PAID FOR UNDER ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES). BITUMINOUS CONCRETE MATERIAL PLACED BY MECHANICAL METHODS AT THESE LOCATIONS IS EXCLUDED. ALL OTHER BITUMINOUS MATERIALS PLACED WITHIN THE PROJECT LIMITS, WHETHER BY HAND OR MECHANICAL METHODS, WILL BE PAID UNDER ITEM 406.27 MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT OR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AS APPLICABLE.

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

NORTHFIELD BRIDGE #57 - N 76+53 (MM 1.449) 26' ASPHALTIC JOINT
BRIDGE #58 - N 77+87 (MM 1.475) 26' ASPHALTIC JOINT
18. ESTIMATED QUANTITIES OF ITEM 608.15 POWER GRADER RENTAL, ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I AND ITEM 608.37 TRUCK RENTAL HAVE BEEN INCLUDED FOR REMOVING BUILT UP SAND, SOD ETC. ADJACENT TO THE SHOULDER, IN NON-GUARDRAIL AREAS, TO ALLOW FREE DRAINAGE OFF THE SHOULDER AS DIRECTED BY THE ENGINEER.
19. AN ESTIMATED QUANTITY OF ITEM 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED FOR THE REMOVAL OF BUILT UP SAND, SOD ETC. ADJACENT TO THE SHOULDER, IN RETAINED GUARDRAIL AREAS, TO ALLOW FREE DRAINAGE OFF THE SHOULDER.
20. A 3'-7" OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH SIX FEET POSTS. PAYMENT WILL BE MADE UNDER ITEM 621.20 STEEL BEAM GUARDRAIL, GALVANIZED.

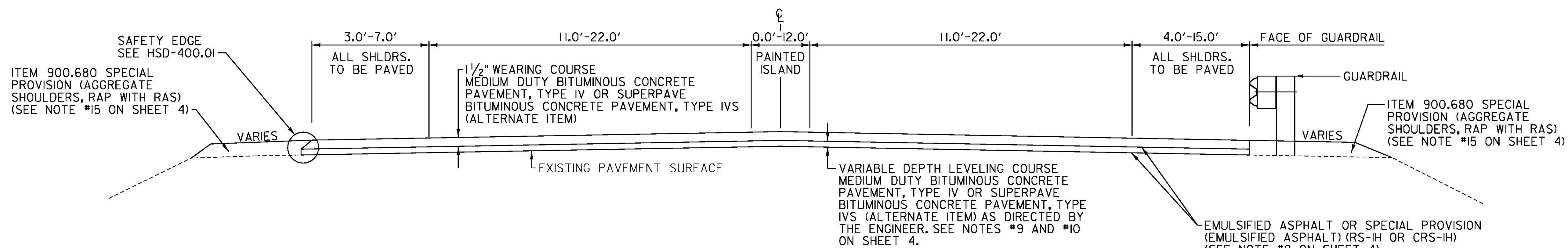
PROJECT NAME: ROXBURY-NORTHFIELD	
PROJECT NUMBER: STP FPAV(6)	
FILE NAME: z16v027frm.dgn	PLOT DATE: 2/8/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
PROJECT NOTES	SHEET 4 OF 21

ALTERNATES ZA1 & ZA2



TYPICAL SECTION

ROXBURY		NORTHFIELD	
21+59 TO 50+00	(2 FEET SHOULDERS)	N 0+00 TO N 1+21	(2 FEET SHOULDERS)
50+00 TO 60+00	(2.5 FEET SHOULDERS)	N 1+21 TO N 14+86	(2.5 FEET SHOULDERS)
60+00 TO 62+25	(2 FEET SHOULDERS)	N 14+86 TO N 21+00	(2 FEET SHOULDERS)
62+25 TO 76+50	(2.5 FEET SHOULDERS)	N 21+00 TO N 32+60	RT (2.5 FEET SHOULDER)
76+50 TO 78+09	(2 FEET SHOULDERS)	N 21+00 TO N 41+45	LT (2.5 FEET SHOULDER)
		N 32+60 TO N 33+30	RT (0.5 FEET SHOULDER)
		N 33+30 TO N 41+45	RT (2.5 FEET SHOULDER)
		N 41+45 TO N 47+00	(1.5 FEET SHOULDERS)
		N 47+00 TO N 58+33	(2 FEET SHOULDERS)
		N 58+33 TO N 63+85	(2.5 FEET SHOULDERS)
		N 63+85 TO N 76+39	(3 FEET SHOULDERS)
		N 76+39 TO N 76+53	(2 FEET SHOULDERS)
		N 77+87 TO N 78+41	(2 FEET SHOULDERS)
		N 78+41 TO N 87+47	(3 FEET SHOULDERS)
		N 87+47 TO N 101+00	(2.5 FEET SHOULDERS)
		N 101+00 TO N 102+93	(3 FEET SHOULDERS)



TYPICAL SECTION

NORTHFIELD	
N 102+93 TO N 103+50	(7 FEET SHOULDERS)
N 103+50 TO N 104+60	LT (5 FEET SHOULDER)
N 103+50 TO N 106+85	RT (9 FEET SHOULDER)
N 104+60 TO N 106+85	LT (3 FEET SHOULDER)
N 106+85 TO N 107+50	RT (4 FEET SHOULDER)
N 106+85 TO N 112+48	LT (4 FEET SHOULDER)
N 107+50 TO N 108+02	RT (15 FEET SHOULDER)
N 108+02 TO N 111+10	RT (8 FEET SHOULDER)
N 111+10 TO N 112+48	RT (6 FEET SHOULDER)

NOT TO SCALE

PROJECT NAME: ROXBURY-NORTHFIELD

PROJECT NUMBER: STP FPAV(6)

FILE NAME: z16v027frm.dgn

PROJECT LEADER: P. SHEDD

DESIGNED BY: N. LEMAY

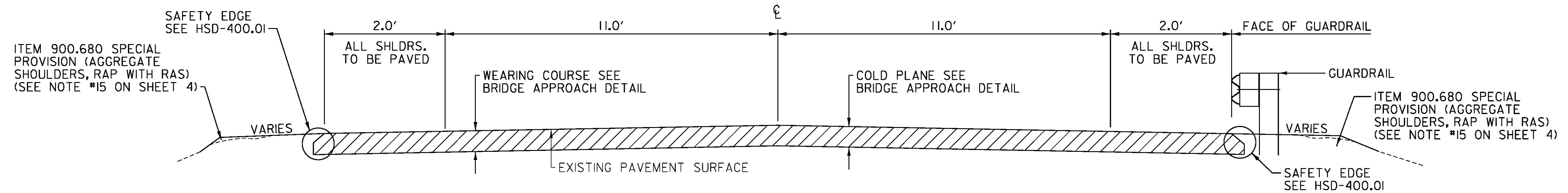
TYPICAL SECTION SHEET 1

PLOT DATE: 2/8/2017

DRAWN BY: S. GOODWIN

CHECKED BY: P. SHEDD

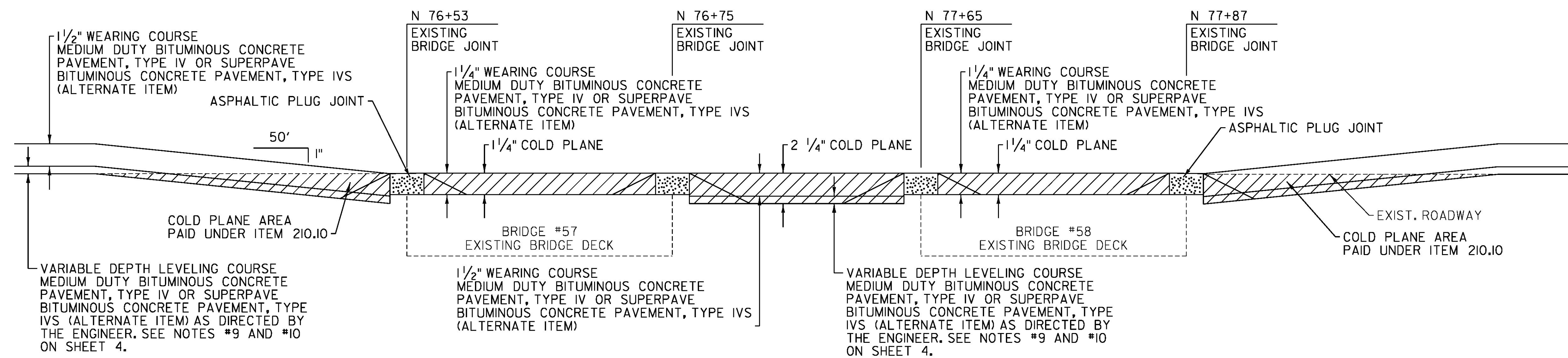
SHEET 5 OF 21



TYPICAL SECTION

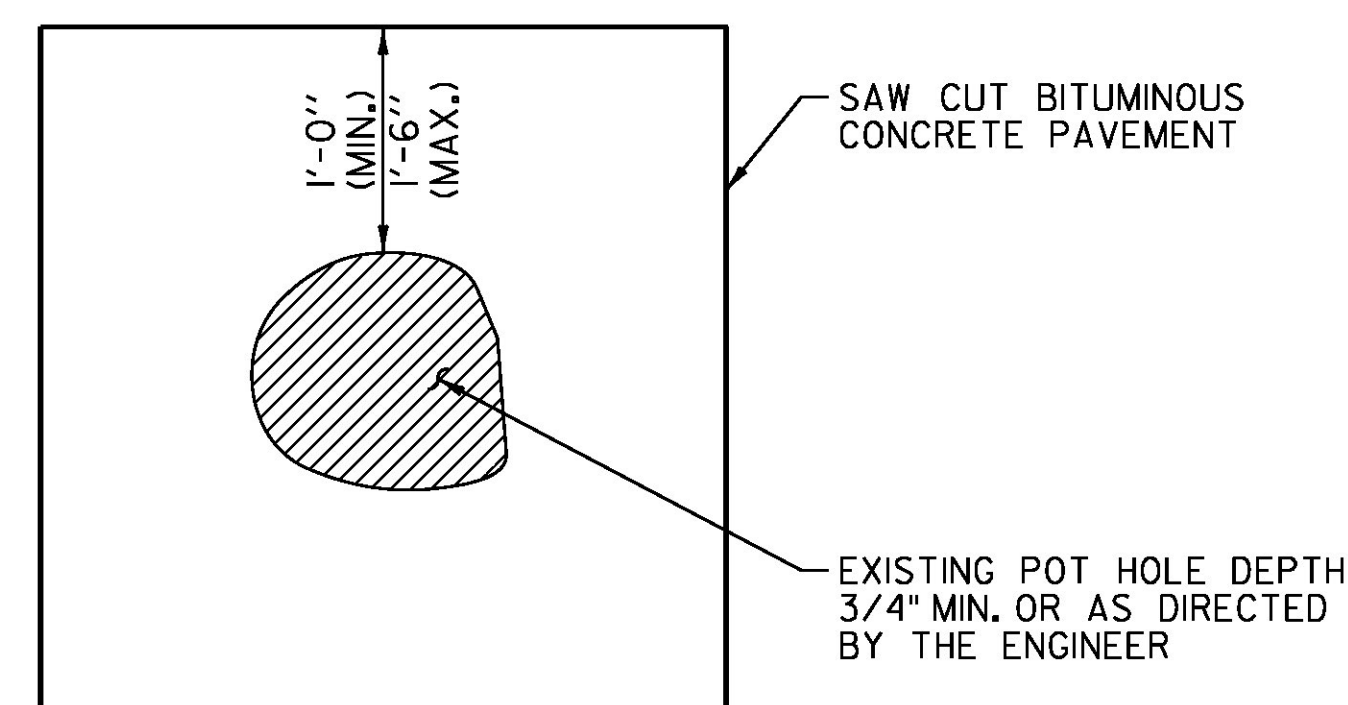
NORTHFIELD

N 76+53 TO N 77+87 (2 FEET SHOULDERS)



BRIDGE APPROACH DETAIL

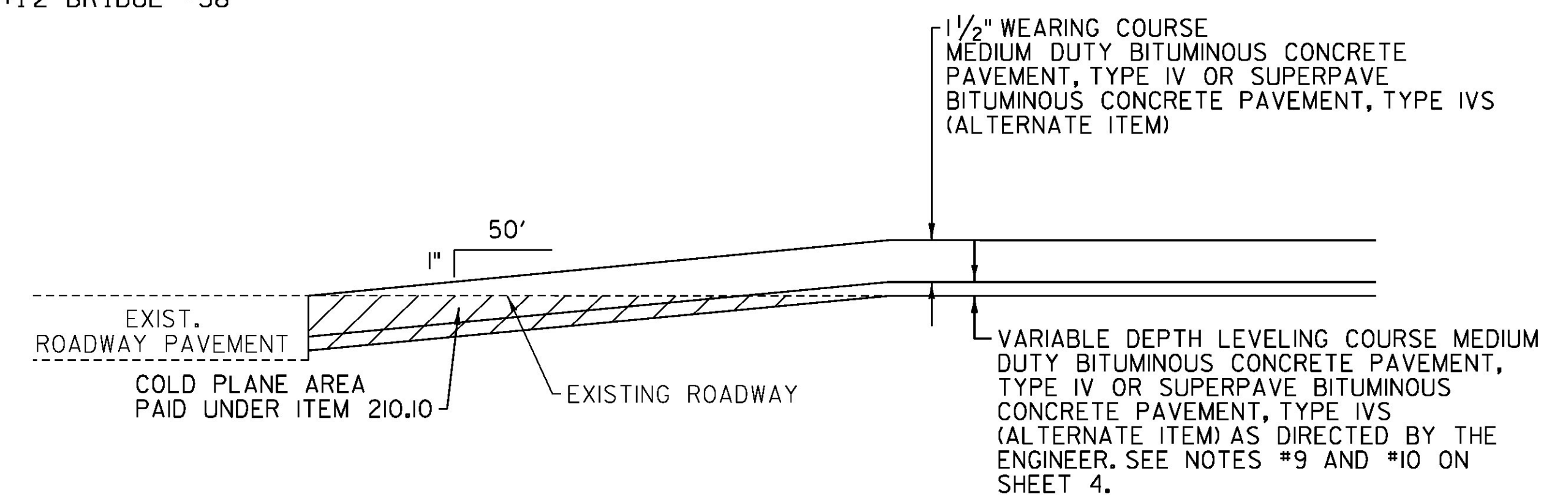
NORTHFIELD N 75+28 - N 76+53 BRIDGE #57
N 77+87 - N 79+12 BRIDGE #58



TYPICAL POT HOLE REPAIR

TYPICAL POT HOLE REPAIR NOTES

- ITEM 404.65 EMULSIFIED ASPHALT OR ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH) OPTION ITEM SHALL BE APPLIED AT ALL PATCH INTERFACES AT A RATE OF 0.25 - 0.50 GAL/SY. EMULSIFIED ASPHALT SHALL MEET THE REQUIREMENTS OF SECTION 404 AND WILL BE CONSIDERED INCIDENTAL TO ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I).
- ALL WORK ASSOCIATED WITH POT HOLE REPAIR WILL BE PAID UNDER ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I).



MAINLINE APPROACH DETAIL

ROXBURY 21+59 - 22+84
NORTHFIELD N 111+23 - N 112+48

NOT TO SCALE

PROJECT NAME: ROXBURY-NORTHFIELD
PROJECT NUMBER: STP FPAV(6)

FILE NAME: z16v027frm.dgn
PROJECT LEADER: P. SHEDD
DESIGNED BY: N. LEMAY
TYPICAL SECTION SHEET 2

PLOT DATE: 2/8/2017
DRAWN BY: S. GOODWIN
CHECKED BY: P. SHEDD
SHEET 6 OF 21

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES												TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
							ROADWAY	BRIDGE	FULL C.E.	ROADWAY (ALTERNATE ZA1)	ROADWAY (ALTERNATE ZA2)	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
							6175					6175		LF	SHOULDER BERM REMOVAL	203.40	EST.			
							1					1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-			COLD PLANING, BITUMINOUS PAVEMENT
							2075					2075		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	27			BEGIN PROJECT
							300					300		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28	EST.			BRIDGE 57 APPROACH
															BEGIN OPTION AA					BRIDGE 57 & BRIDGE 58
							520					520		CWT	EMULSIFIED ASPHALT	404.65	1			BRIDGE 58 APPROACH
							520					520		CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)	900.683	1			END PROJECT
															END OPTION AA					
							1					1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-			SUBTOTAL
								55				55		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	3			ROUNDING
								50				50		CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	EST.			TOTAL
							35					35		HR	POWER GRADER RENTAL	608.15	EST.			
							105					105		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.			
							25					25		HR	POWER BROOM RENTAL, TYPE I	608.30	EST.			
							45					45		HR	POWER BROOM RENTAL, TYPE II	608.31	EST.			
							210					210		HR	TRUCK RENTAL	608.37	EST.			
							15					15		HR	LOADER RENTAL, TYPE I	608.40	EST.			
							550					550		LF	STEEL BEAM GUARDRAIL, GALVANIZED	621.20	17.5			
							270					270		EACH	STEEL BEAM GUARDRAIL DELINEATOR	621.218	EST.			
							12					12		EACH	ANCHOR FOR STEEL BEAM RAIL	621.60	-			
							2100					2100		LF	REMOVE AND RESET GUARDRAIL	621.75	25			
							525					525		LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80	12.5			
							320					320		HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.			
							1280					1280		HR	FLAGGERS	630.15	EST.			
									1			1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-			
							1					1		LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
							1					1		LS	TRAFFIC CONTROL	641.10	-			
							3					3		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-			
							34000					34000		LF	4 INCH WHITE LINE, WATERBORNE PAINT	646.201	344			
							35100					35100		LF	4 INCH YELLOW LINE, WATERBORNE PAINT	646.2111	370			
							640					640		LF	8 INCH YELLOW LINE, WATERBORNE PAINT	646.231	14			
							15					15		EACH	LETTER OR SYMBOL, WATERBORNE PAINT	646.301	-			
							34000					34000		LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602	344			
							35100					35100		LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612	370			
							15					15		EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-			
							6850					6850		EACH	LINE STRIPING TARGETS	646.76	83			
							24					24		EACH	DELINEATOR WITH STEEL POST	676.10	EST.			
							24					24		EACH	REMOVAL OF EXISTING DELINEATOR	676.12	EST.			
							1					1		LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-			
							600					600		SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRVES)	900.675	2			

QUANTITY SHEET 2

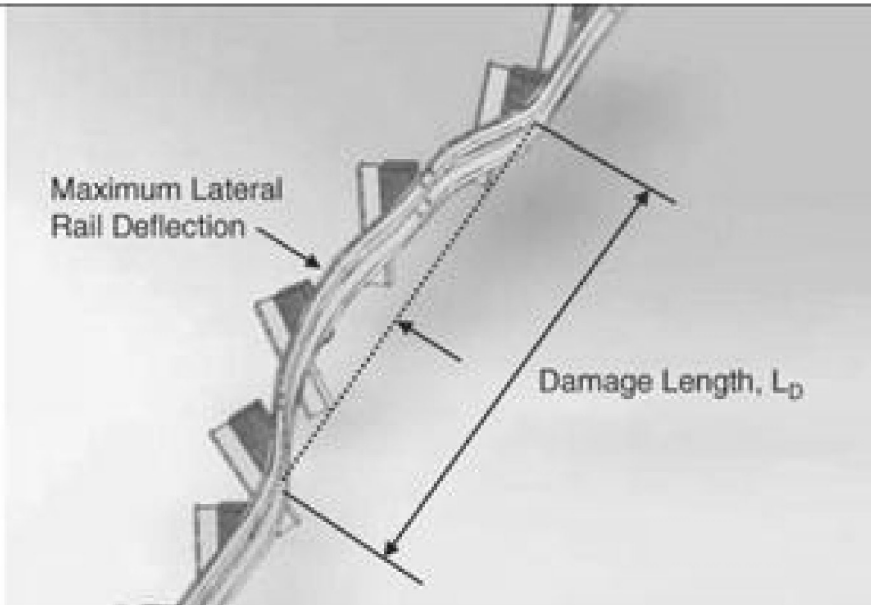
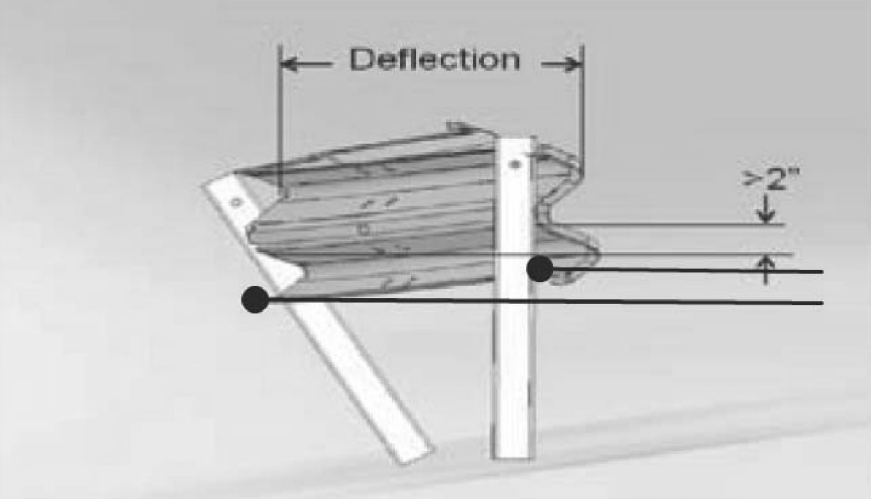
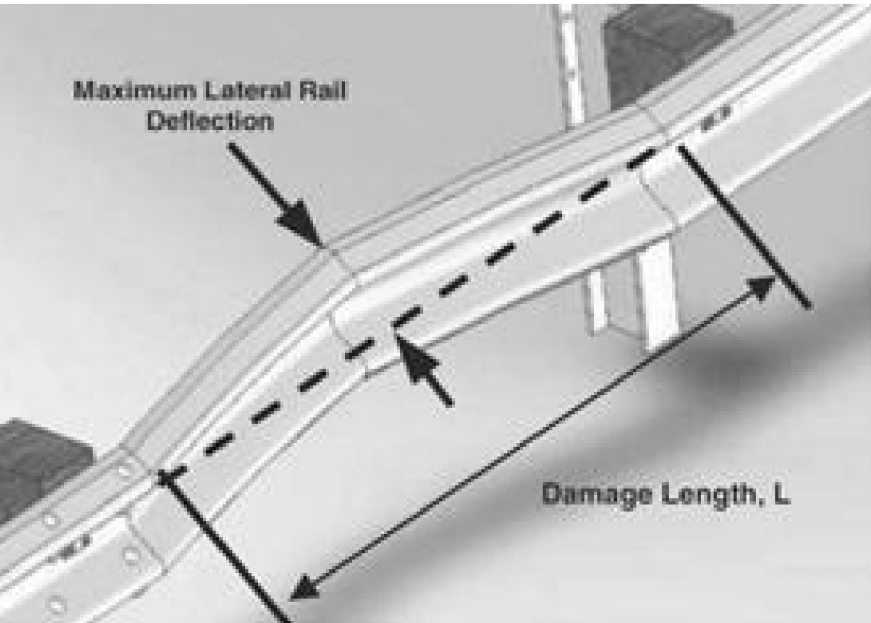
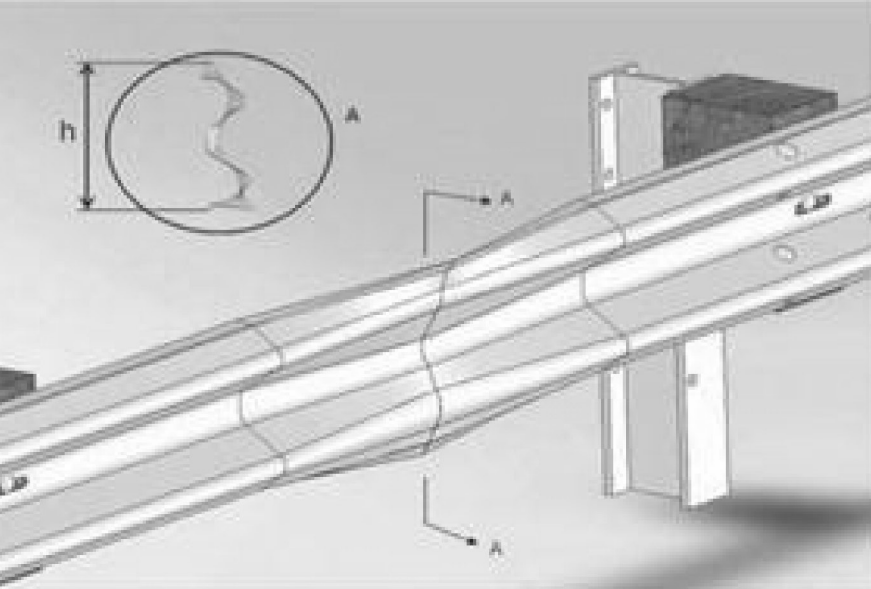
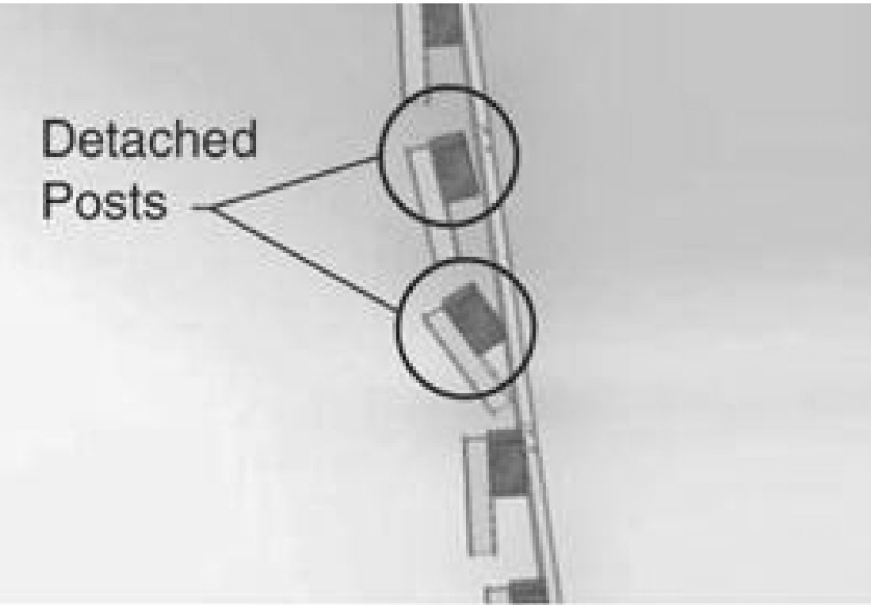
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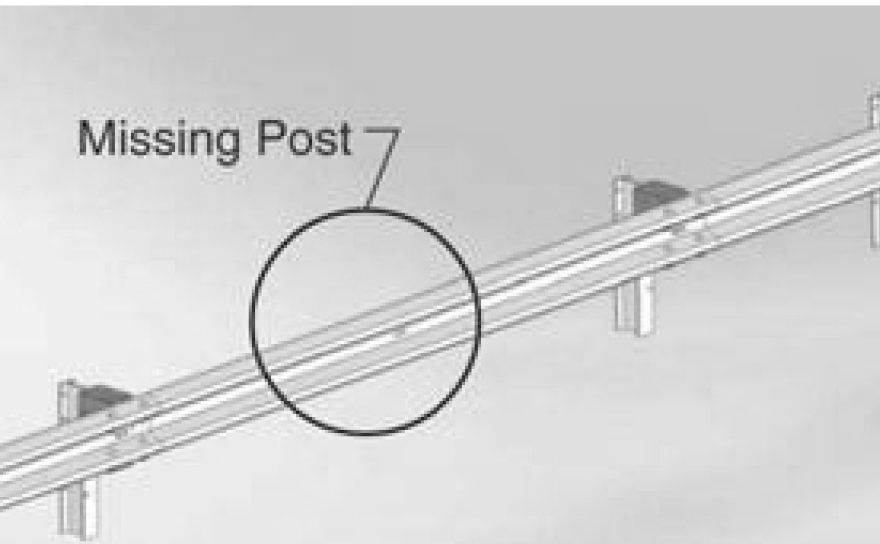
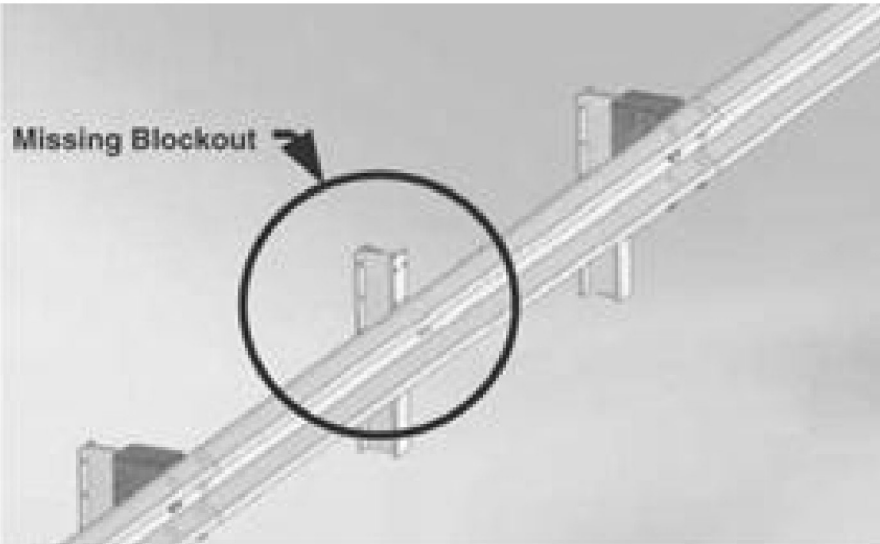
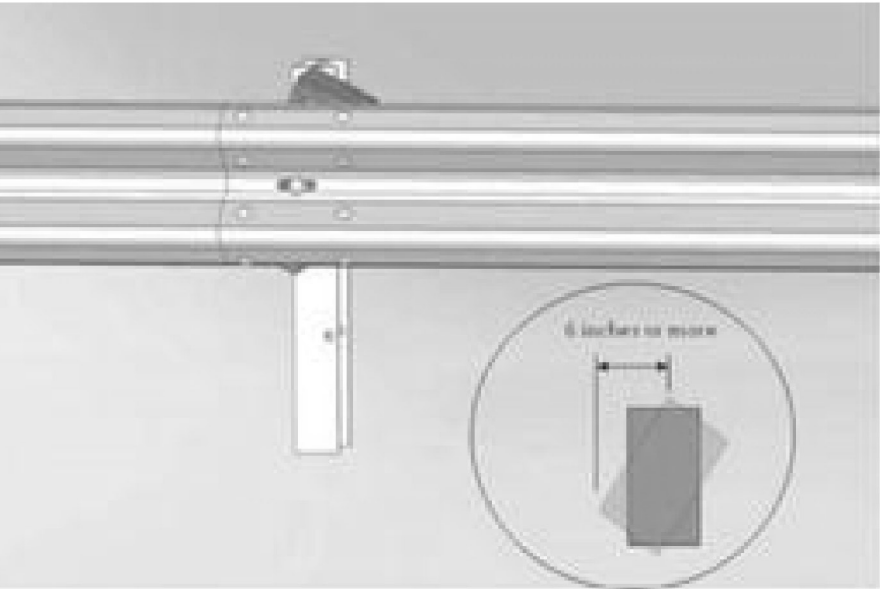
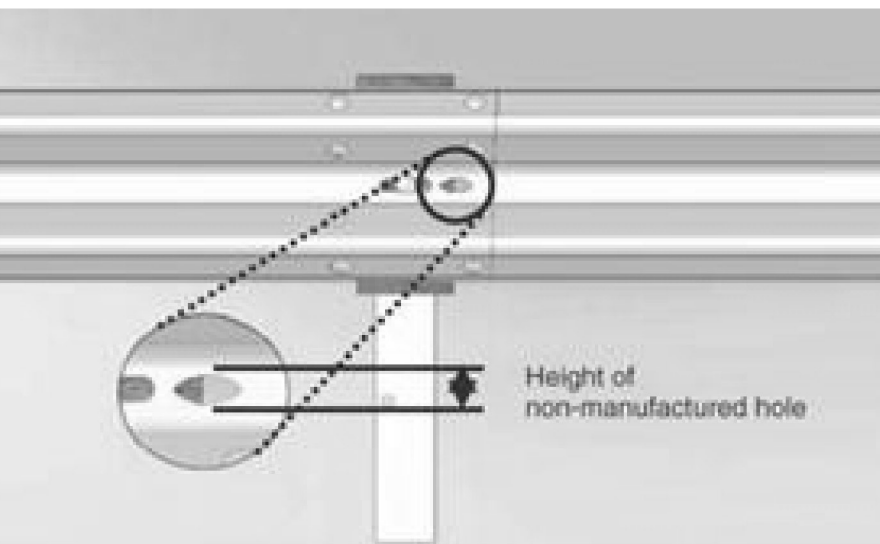
PROJECT NAME:	ROXBURY-NORTHFIELD		
PROJECT NUMBER:	STP FPAV(6)		
FILE NAME:	z16v027frm.dgn	PLOT DATE:	2/8/2017
PROJECT LEADER:	P. SHEDD	DRAWN BY:	S. GOODWIN
DESIGNED BY:	N. LEMAY	CHECKED BY:	P. SHEDD
QUANTITY SHEET	2	SHEET	8 OF 21

LOCATION			GUARDRAIL																				REMARKS
			621.20	621.60	621.75	621.80	676.10	676.12															
MM	MM	POS	STEEL BEAM GUARDRAIL GALV.	ANCHOR FOR STEEL BEAM RAIL	REMOVE AND RESET GUARDRAIL	REMOVAL & DISPOSAL OF GUARDRAIL	DELIN. W/STEEL POST	REMOVAL OF EXIST. DELIN.															
			LF	EACH	LF	LF	EACH	EACH															
21+59.0	N 112+48.0	LT/RT						24															ESTIMATED QUANTITY TO BE REMOVED AS DIRECTED BY THE ENGINEER
	ROXBURY																						
77+03.0	77+40.5	LT				37.5																	REMOVE MELT
77+03.0	77+40.5	LT	39.5	1			1																SEE STANDARD G-1d
77+40.5	N 2+81.0	LT			337.5																		
N 2+81.0	N 3+31.0	LT				50.0																	REMOVE MELT
N 2+81.0	N 3+31.0	LT	52.0	1			1																SEE STANDARD G-1d
	NORTHFIELD																						
N 8+63.0	N 9+00.5	LT				37.5																	REMOVE MELT
N 8+63.0	N 9+00.5	LT	39.5	1			1																SEE STANDARD G-1d
N 9+00.5	N 12+93.0	LT					1																RETAIN GUARDRAIL
N 14+32.0	N 14+69.5	LT				37.5																	REMOVE MELT
N 14+32.0	N 14+69.5	LT	39.5	1			1																SEE STANDARD G-1d
N 14+69.5	N 14+94.5	LT			25.0																		
N 14+94.5	N 16+96.0	LT																					RETAIN GUARDRAIL
N 16+96.0	N 17+21.0	LT			25.0																		
N 17+21.0	N 17+71.0	LT				50.0																	REMOVE MELT
N 17+21.0	N 17+71.0	LT	52.0	1			1																SEE STANDARD G-1d
N 27+00.0	N 27+50.0	LT				50.0																	REMOVE MELT
N 27+00.0	N 27+50.0	LT	52.0	1			1																SEE STANDARD G-1d
N 27+50.0	N 28+00.0	LT			50.0																		
N 28+00.0	N 34+39.5	LT																					RETAIN GUARDRAIL
N 34+39.5	N 34+64.5	LT			25.0																		
N 34+64.5	N 35+02.0	LT				37.5																	REMOVE MELT
N 34+64.5	N 35+02.0	LT	39.5	1			1																SEE STANDARD G-1d
N 36+99.0	N 37+49.0	LT				50.0																	REMOVE MELT
N 36+99.0	N 37+49.0	LT	52.0	1			1																SEE STANDARD G-1d
N 37+49.0	N 38+21.5	LT																					RETAIN GUARDRAIL
N 38+21.5	N 38+46.5	LT			25.0																		
N 38+46.5	N 38+84.0	LT				37.5																	REMOVE MELT
N 38+46.5	N 38+84.0	LT	39.5	1			1																SEE STANDARD G-1d
N 37+18.0	N 37+55.5	RT				37.5																	REMOVE MELT
N 37+18.0	N 37+55.5	RT	39.5	1			1																SEE STANDARD G-1d
N 37+55.5	N 44+94.5	RT																					RETAIN GUARDRAIL
N 44+94.5	N 45+07.0	RT			12.5		1																
N 45+34.0	N 47+21.5	RT			187.5		1																
N 47+21.5	N 47+71.5	RT																					RETAIN GUARDRAIL
N 47+71.5	N 47+96.5	RT	25.0			25.0																	
N 47+96.5	N 63+46.5	RT																					RETAIN GUARDRAIL
N 63+46.5	N 65+21.5	RT			175.0																		
N 65+21.5	N 70+75.0	RT																					RETAIN GUARDRAIL
N 70+75.0	N 77+00.0	RT			625.0		1																
N 75+71.0	N 75+83.5	LT		1	12.5		1																NEW "W" BEAM END SECTION
N 75+83.5	N 80+24.5	LT																					RETAIN GUARDRAIL
N 80+24.5	N 80+37.0	LT		1	12.5		1																NEW "W" BEAM END SECTION
N 77+44.0	N 78+41.0	RT			100.0		2																

[illegible]

GUARDRAIL REPLACEMENT GUIDELINES

DAMAGE TYPE	REPAIR THRESHOLD	RELATIVE PRIORITY	MEASUREMENT
POST AND RAIL DEFLECTION	ONE OR MORE OF THE FOLLOWING THRESHOLDS: - MORE THAN 9 IN. OF LATERAL DEFLECTION ANYWHERE OVER A 25 FT LENGTH OF RAIL TOP OF RAIL - HEIGHT 2 OR MORE IN. LOWER THAN ORIGINAL TOP OF RAIL HEIGHT	HIGH	
	6 - 9 IN. LATERAL DEFLECTION ANYWHERE OVER A 25-FT LENGTH OF RAIL	MEDIUM	
	LESS THAN 6 IN. OF LATERAL DEFLECTION OVER A 25-FT LENGTH OR RAIL	LOW	
RAIL DEFLECTION ONLY	6 - 9 IN. OF LATERAL DEFLECTION BETWEEN ANY TWO ADJACENT POSTS. NOTE: FOR DEFLECTION OVER 9 IN., USE POST/RAIL DEFLECTION GUIDELINES	MEDIUM	
	LESS THAN 6 IN. OF LATERAL DEFLECTION BETWEEN ANY TWO ADJACENT POSTS	LOW	
RAIL FLATTENING	ONE OR MORE OF THE FOLLOWING THRESHOLDS: - RAIL CROSS SECTION HEIGHT MORE THAN 17 IN. (SUCH AS MAY OCCUR IF RAIL IS FLATTENED) - RAIL CROSS SECTION HEIGHT LESS THAN 9 IN. (SUCH AS A DENT TO TOP EDGE) - WHEN GUARDRAIL IS TO BE REMOVED AND RESET, PANELS WITH A RAIL CROSS SECTION HEIGHT OF 15 INCHES OR GREATER SHALL BE REPLACED	MEDIUM	
	RAIL CROSS SECTION HEIGHT BETWEEN 9 AND 17 IN.	LOW	
POSTS SEPARATED FROM RAIL	2 OR MORE POSTS WITH BLOCKOUT ATTACHED WITH POST/RAIL SEPARATION LESS THAN 3 IN. 1 OR MORE POSTS WITH POST/RAIL SEPARATION WHICH EXCEEDS 3 IN.	MEDIUM	
	1 POST, WITH BLOCKOUT ATTACHED, WITH POST/RAIL SEPARATION LESS THAN 3 IN.	LOW	NOTE: 1. IF THE BLOCKOUT IS NOT FIRMLY ATTACHED TO THE POST, USE THE MISSING BLOCKOUT GUIDELINES. 2. DAMAGE SHOULD ALSO BE EVALUATED AGAINST POST/RAIL DEFLECTION GUIDELINES.

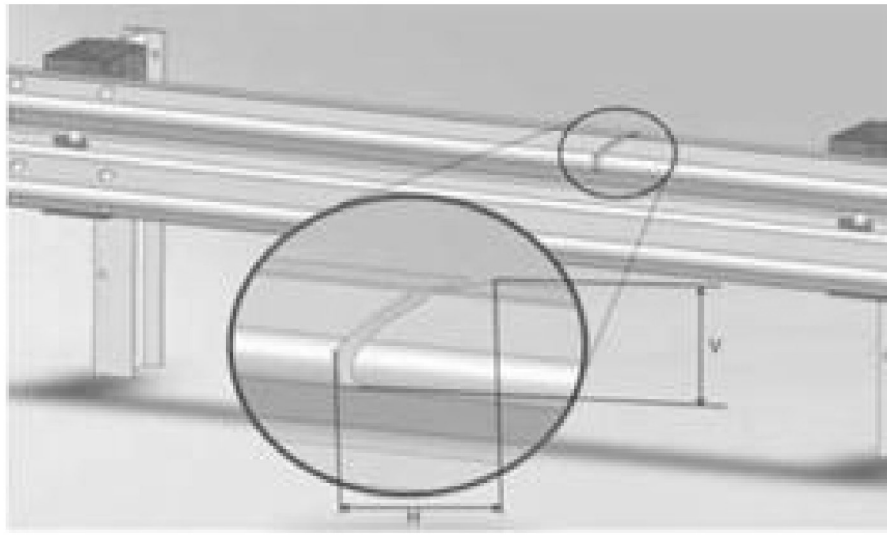
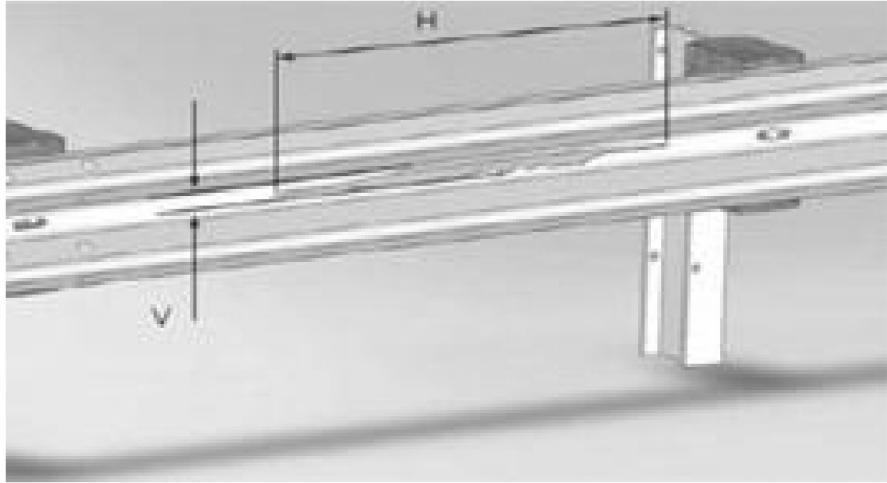
DAMAGE TYPE	REPAIR THRESHOLD	RELATIVE PRIORITY	MEASUREMENT
MISSING/BROKEN POSTS	1 OR MORE POSTS - MISSING - CRACKED ACROSS THE GRAIN - BROKEN - ROTTED - WITH METAL TEARS	HIGH	
MISSING BLOCKOUT	ANY BLOCKOUTS - MISSING - CRACKED ACROSS THE GRAIN - CRACKED FROM TOP OR BOTTOM OF BLOCKOUT THROUGH POST BOLT HOLE - ROTTED	MEDIUM	
TWISTED BLOCKOUTS	ANY MISALIGNED BLOCKOUTS, TOP EDGE OF BLOCK 6 IN. OR MORE FROM BOTTOM EDGE NOTE: REPAIRS OF TWISTED BLOCKOUT ARE RELATIVELY QUICK AND INEXPENSIVE	LOW	
DAMAGE AT A RAIL SPLICE	MORE THAN 1 SPLICE BOLT: - MISSING - DAMAGED - VISIBLY MISSING ANY UNDERLYING RAIL - TORN THROUGH RAIL	HIGH	
	1 SPLICE BOLT: - MISSING - DAMAGED - VISIBLY MISSING ANY UNDERLYING RAIL - TORN THROUGH RAIL	MEDIUM	
NON-MANUFACTURED HOLE (SUCH AS CRASH-INDUCED HOLES, LUG-NUT DAMAGE, OR HOLES RUSTED-THROUGH THE RAIL)	- MORE THAN 2 HOLES LESS THAN 1IN. HEIGHT IN A 12.5-FT LENGTH OF RAIL - ANY HOLES GREATER THAN 1IN. IN HEIGHT - ANY HOLE WHICH INTERSECTS EITHER THE TOP OR BOTTOM EDGE OF THE RAIL	HIGH	
	1- 2 HOLES LESS THAN 1IN. IN HEIGHT IN A 12.5-FT LENGTH OF RAIL	MEDIUM	

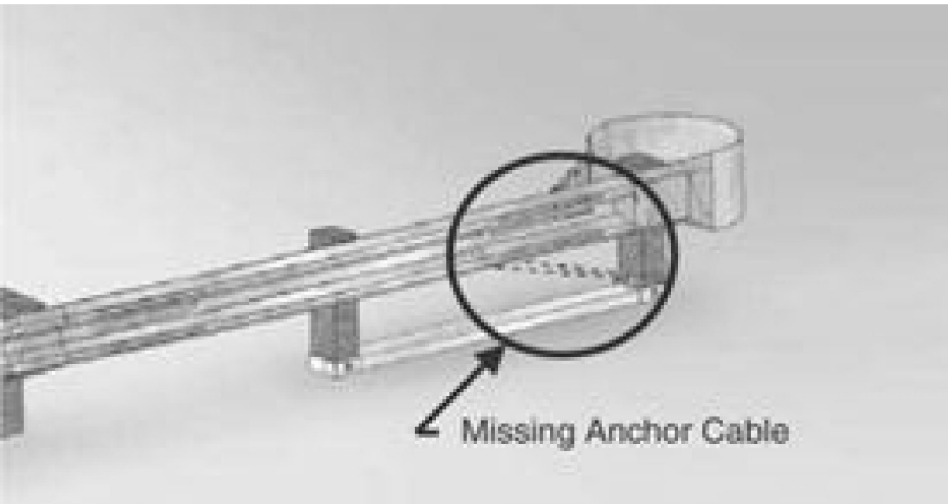
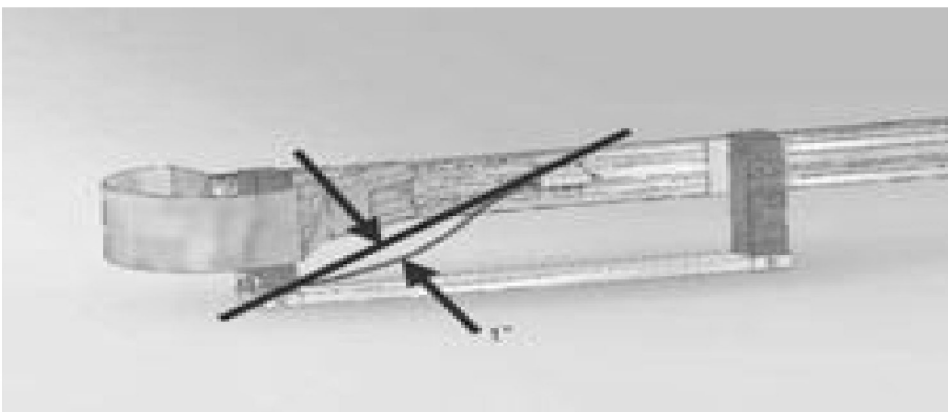
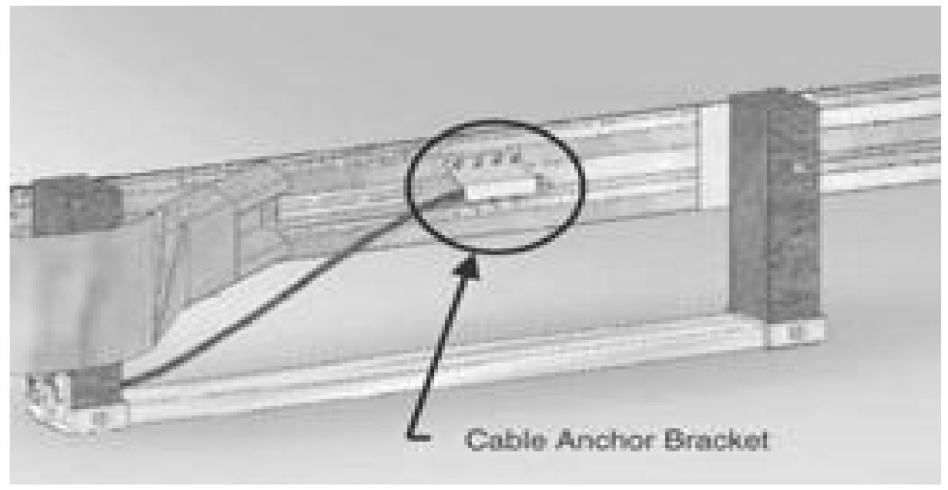
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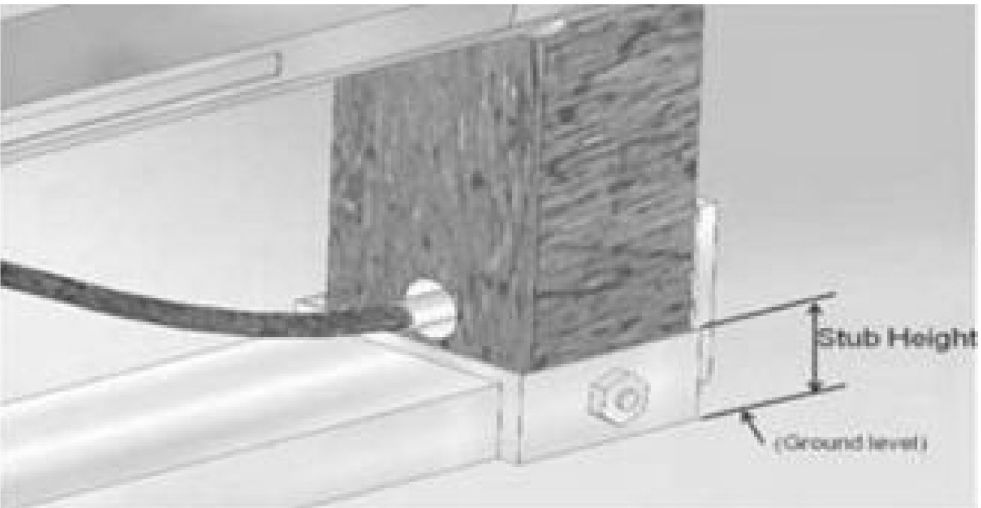
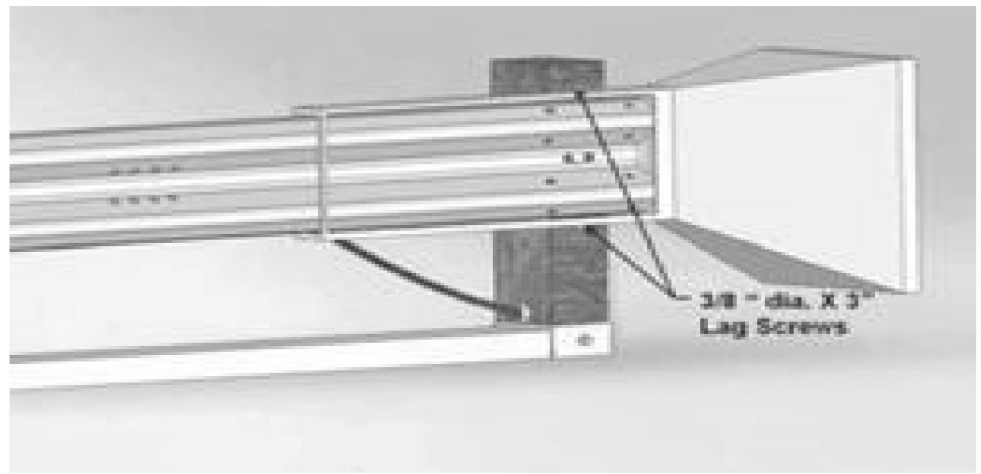
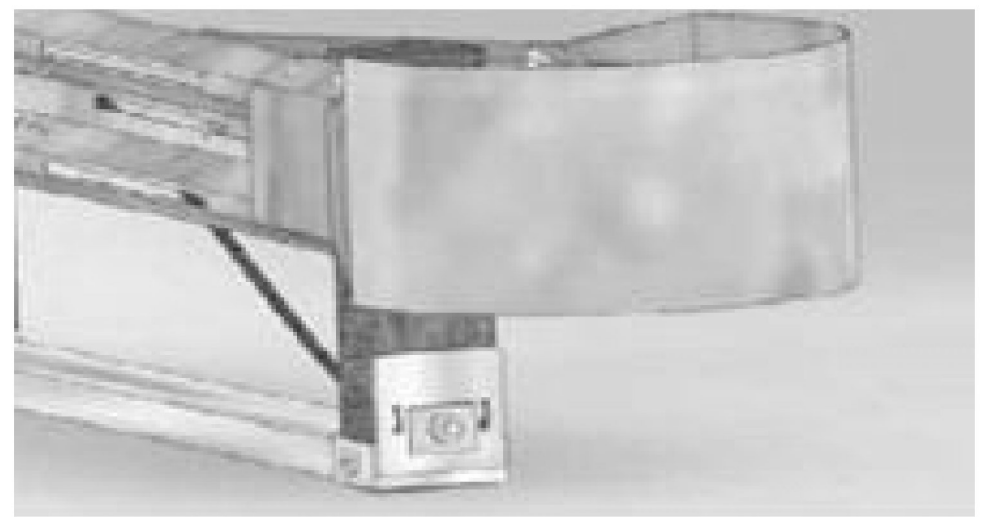
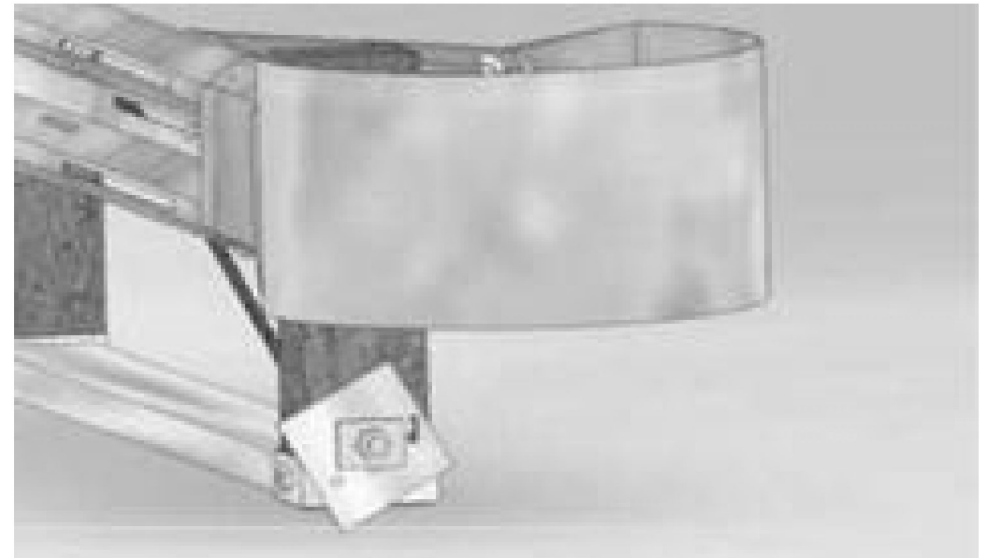
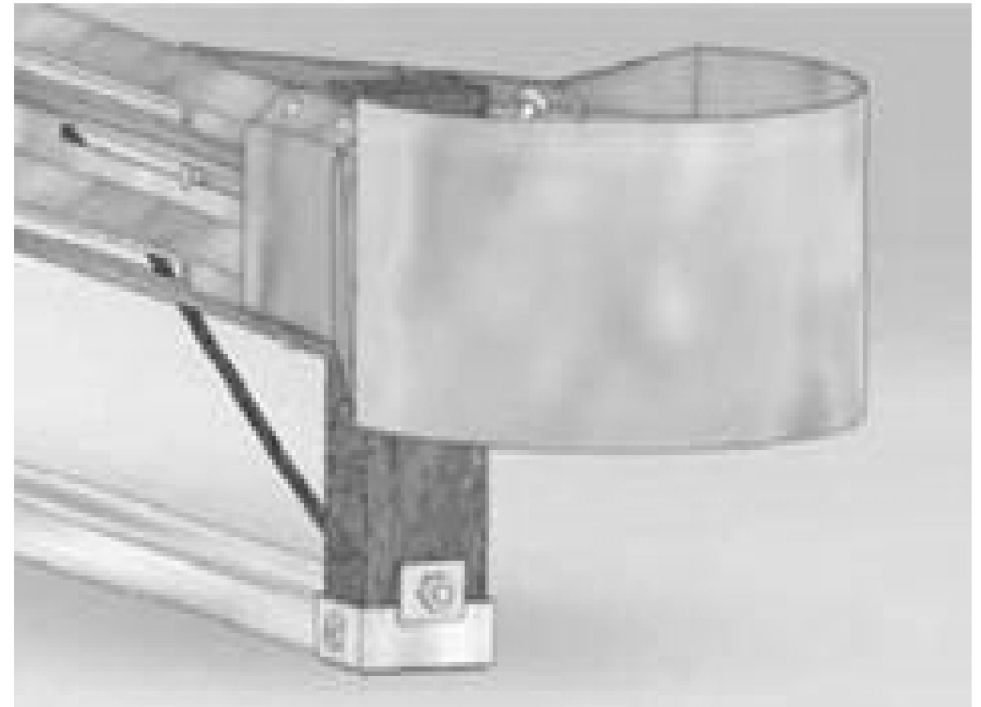
- THESE ARE GUIDELINES FOR THE EVALUATION OF EXISTING GUARDRAIL. THESE ARE GUIDELINES ONLY AND THE CONTRACTOR SHALL REPLACE GUARDRAIL AS DIRECTED BY THE ENGINEER.
- GUIDELINES ARE FROM THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 656, "CRITERIA FOR RESTORATION OF LONGITUDINAL BARRIERS", COPYRIGHT 2010.

PROJECT NAME:	ROXBURY-NORTHFIELD
PROJECT NUMBER:	STP FPAV(6)
FILE NAME: z16v027frm.dgn	PLOT DATE: 2/8/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
GUARDRAIL REPLACEMENT DETAIL SHEET I	SHEET II OF 21

GUARDRAIL REPLACEMENT GUIDELINES

DAMAGE TYPE	REPAIR THRESHOLD	RELATIVE PRIORITY	MEASUREMENT
VERTICAL TEAR	ANY LENGTH VERTICAL (TRANSVERSE) TEAR	HIGH	
HORIZONTAL TEAR	HORIZONTAL (LONGITUDINAL) GREATER THAN 12 IN. LONG AND GREATER THAN 0.5 IN. WIDE NOTE: FOR HORIZONTAL TEARS LESS THAN 12 IN. IN LENGTH OR LESS THAN 0.5 IN. IN HEIGHT, USE THE NON-MANUFACTURED HOLES GUIDELINES	MEDIUM	

DAMAGE	REPAIR THRESHOLD	RELATIVE PRIORITY	MEASUREMENT
DAMAGED END POST	NOT FUNCTIONAL (SHEARED, ROTTED CRACKED ACROSS THE GRAIN)	HIGH	
ANCHOR CABLE	MISSING	HIGH	
ANCHOR CABLE	LOOSE - MORE THAN 1 IN. OF MOVEMENT WHEN PUSHED DOWN BY HAND	MEDIUM	
CABLE ANCHOR BRACKET	LOOSE OR NOT FIRMLY SEATED IN RAIL	MEDIUM	

DAMAGE	REPAIR THRESHOLD	RELATIVE PRIORITY	MEASUREMENT
STUB HEIGHT	HEIGHT WHICH EXCEEDS 4 IN.	MEDIUM	
LAG SCREWS (ENERGY ABSORBING TERMINALS ONLY)	MISSING OR FAILED LAG SCREWS	HIGH	
BEARING PLATE	LOOSE OR MISALIGNED	MEDIUM	 (CORRECT BEARING PLATE)  (MISALIGNED BEARING PLATE)
	MISSING BEARING PLATE	HIGH	 (MISSING BEARING PLATE)

NOTES:

1. THESE ARE GUIDELINES FOR THE EVALUATION OF EXISTING GUARDRAIL. THESE ARE GUIDELINES ONLY AND THE CONTRACTOR SHALL REPLACE GUARDRAIL AS DIRECTED BY THE ENGINEER.
2. GUIDELINES ARE FROM THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 656, "CRITERIA FOR RESTORATION OF LONGITUDINAL BARRIERS", COPYRIGHT 2010.

PROJECT NAME: ROXBURY-NORTHFIELD

PROJECT NUMBER: STP FPAV(6)

FILE NAME: z16v027frm.dgn

PROJECT LEADER: P. SHEDD

DESIGNED BY: N. LEMAY

GUARDRAIL REPLACEMENT DETAIL SHEET 2

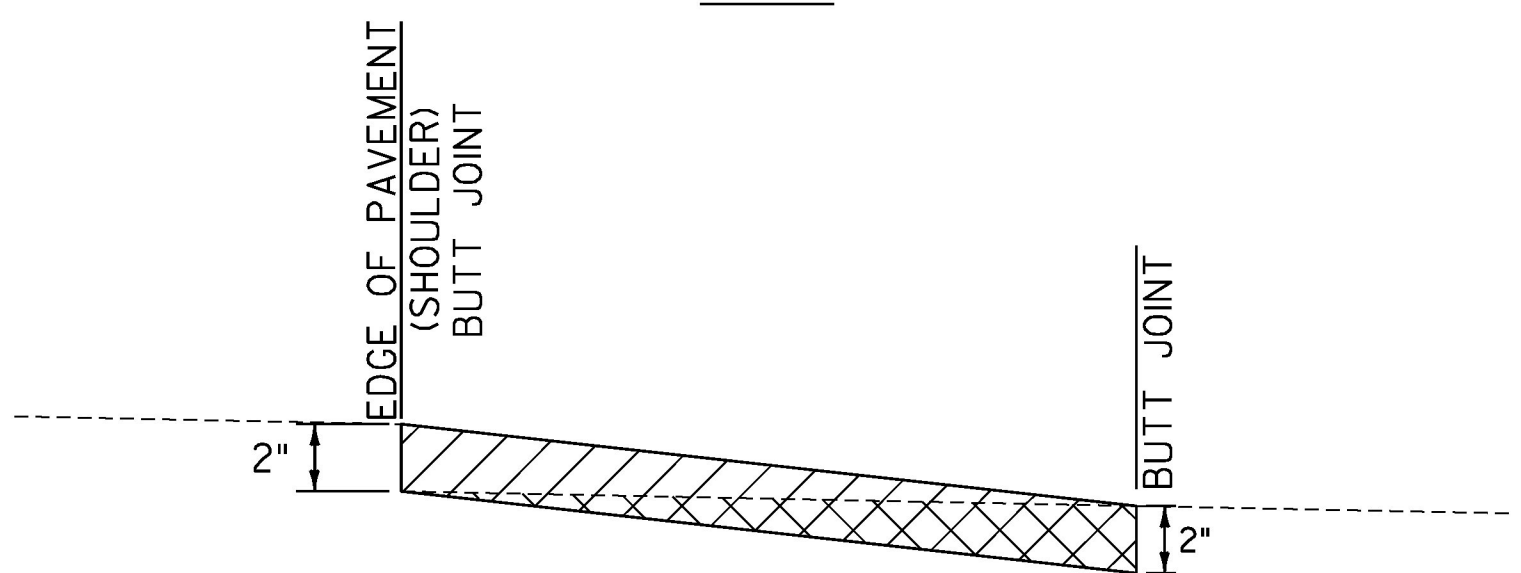
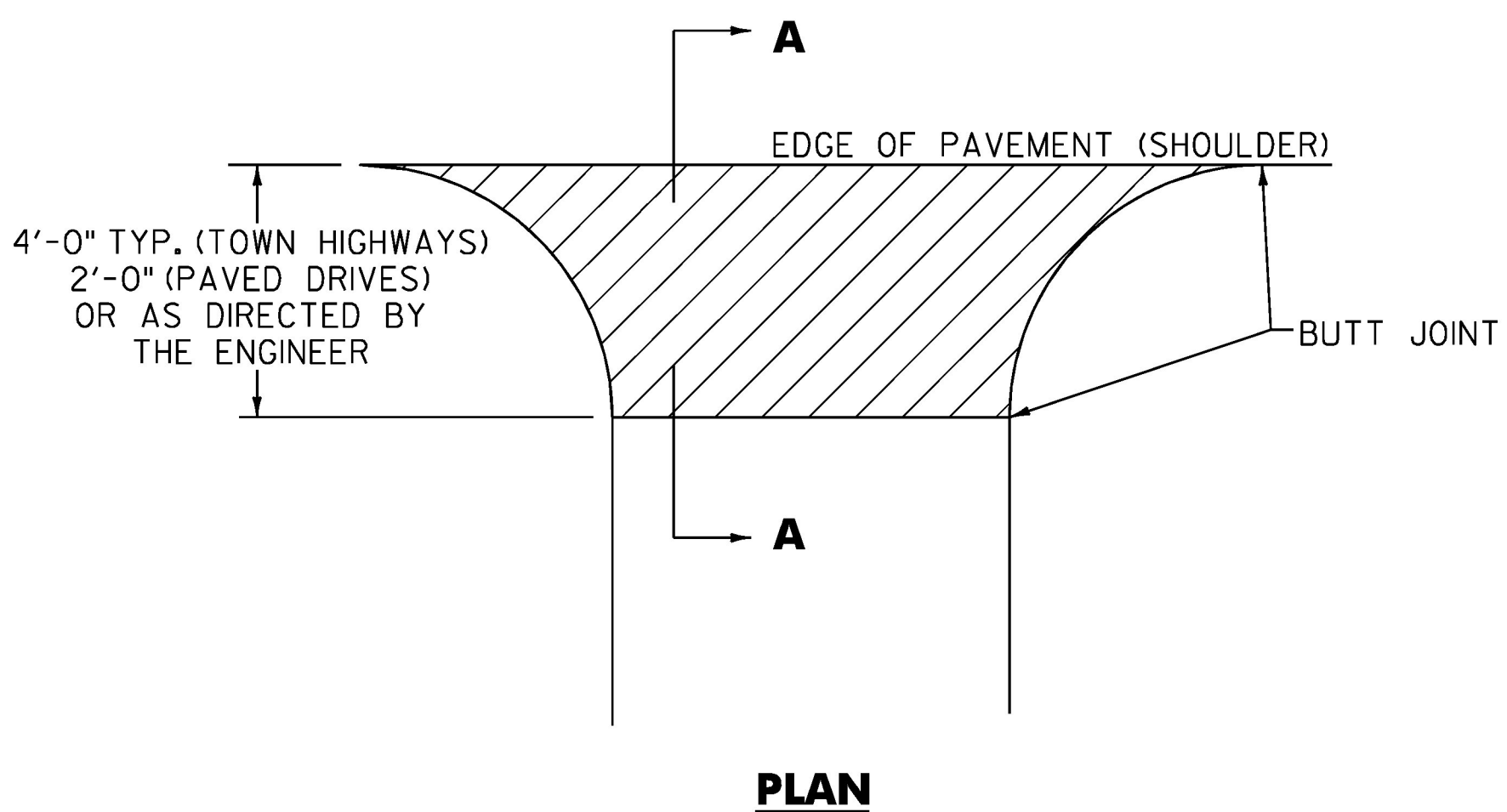
PLOT DATE: 2/8/2017

DRAWN BY: S. GOODWIN

CHECKED BY: P. SHEDD

SHEET 12 OF 21

LOCATION OF DRIVES

[illegible]

SECTION A - A

HANDWORK DETAILS FOR PAVED TOWN HIGHWAYS AND DRIVES

NOTES

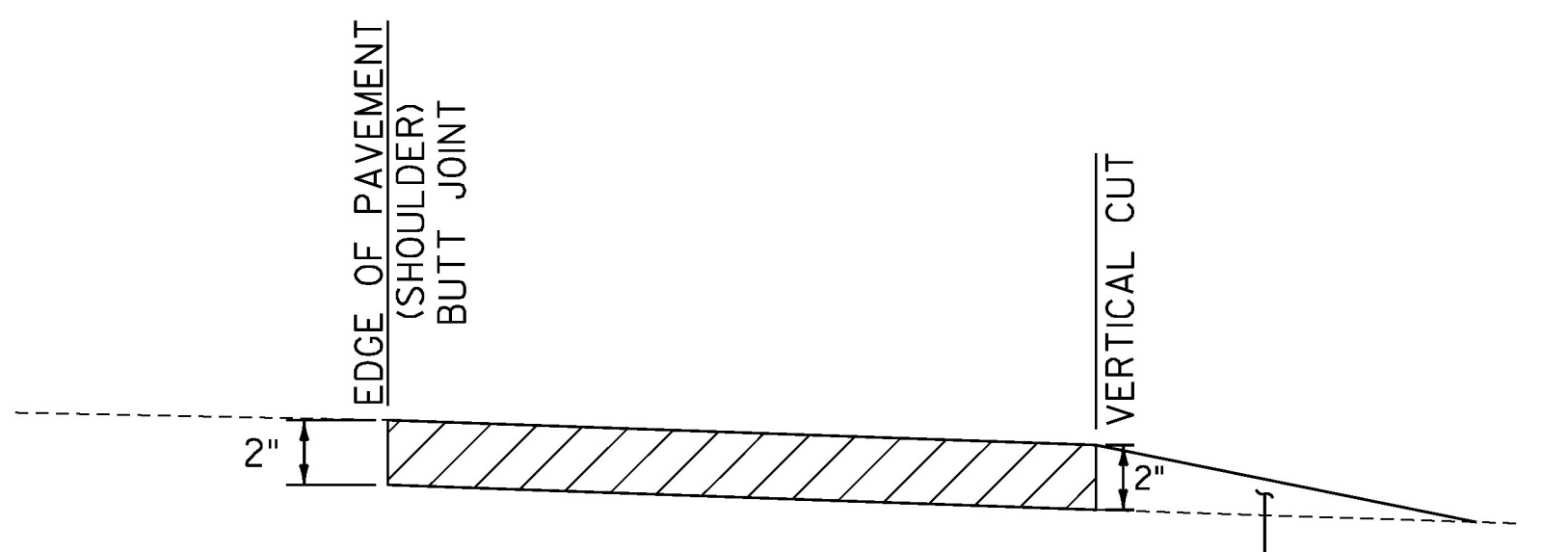
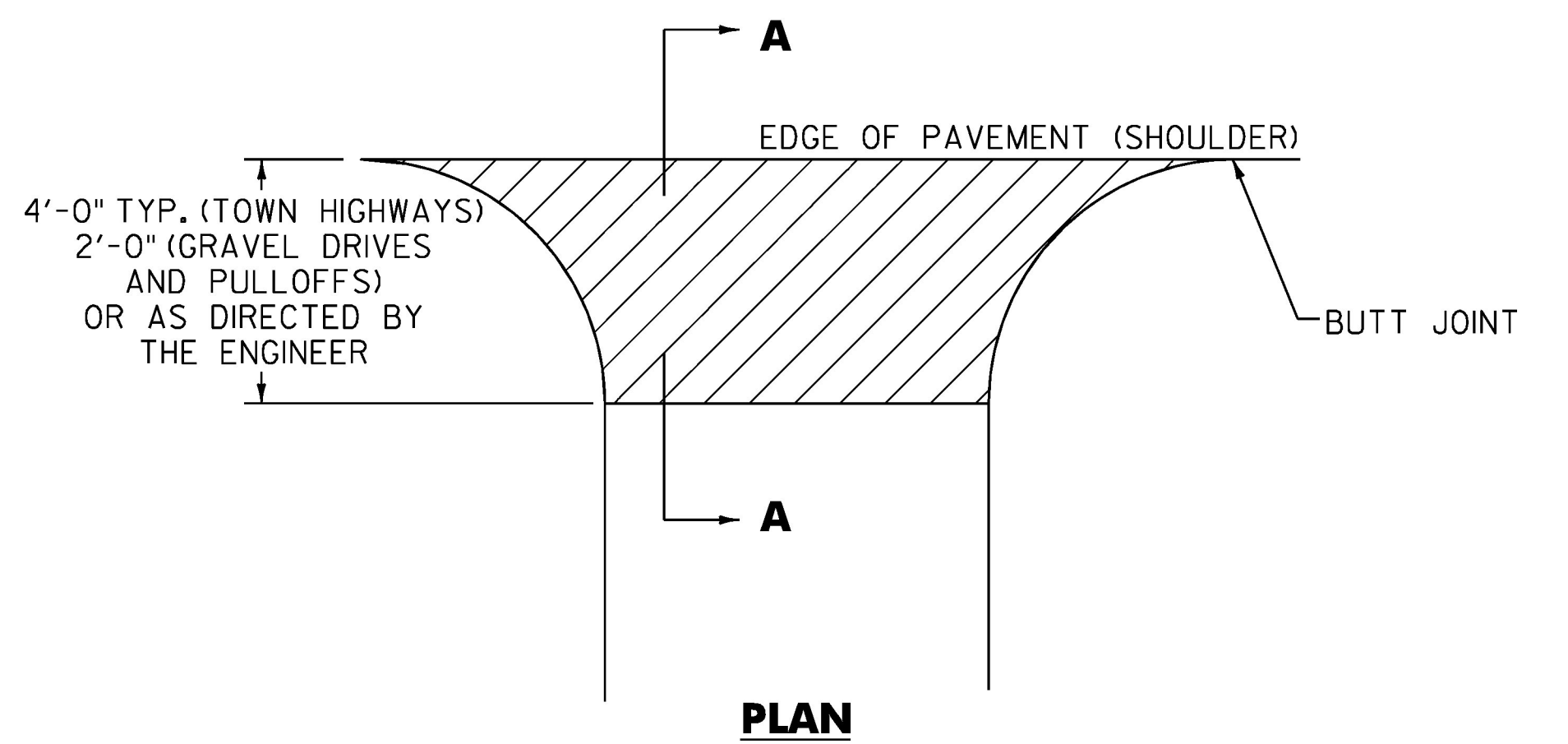
I. PAVING LIFT NOT TO EXCEED TWO INCHES.

2. THE COST OF PLACING SUBBASE MATERIAL, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES AT LEAST 24 HOURS BEFORE PAVING, WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.675, SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).

3. EXCAVATION NEEDED TO ACHIEVE PROPER DRIVE AND PULLOFF SLOPES WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.675, SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).

4. COLD PLANING FOR DRIVES WILL MEET THE REQUIREMENTS OF SECTION 210 AS APPLICABLE. PAYMENT FOR COLD PLANED AREAS REQUIRED FOR DRIVES WILL BE CONSIDERED INCIDENTAL TO ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).

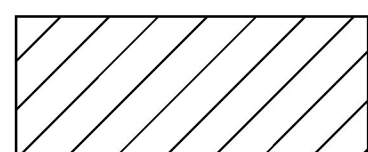
NOT TO SCALE



IF ADDITIONAL MATERIAL IS REQUIRED THE CONTRACTOR SHALL USE SPECIAL PROVISION (AGGREGATE SHOULDERS, RAP WITH RAS). (PAYMENT WILL BE INCIDENTAL TO ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES))

SECTION A - A
HANDWORK DETAILS FOR GRAVEL
TOWN HIGHWAYS, PULLOFFS AND DRIVES

LEGEND



ITEM 900.675 - SPECIAL PROVISION
(HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)



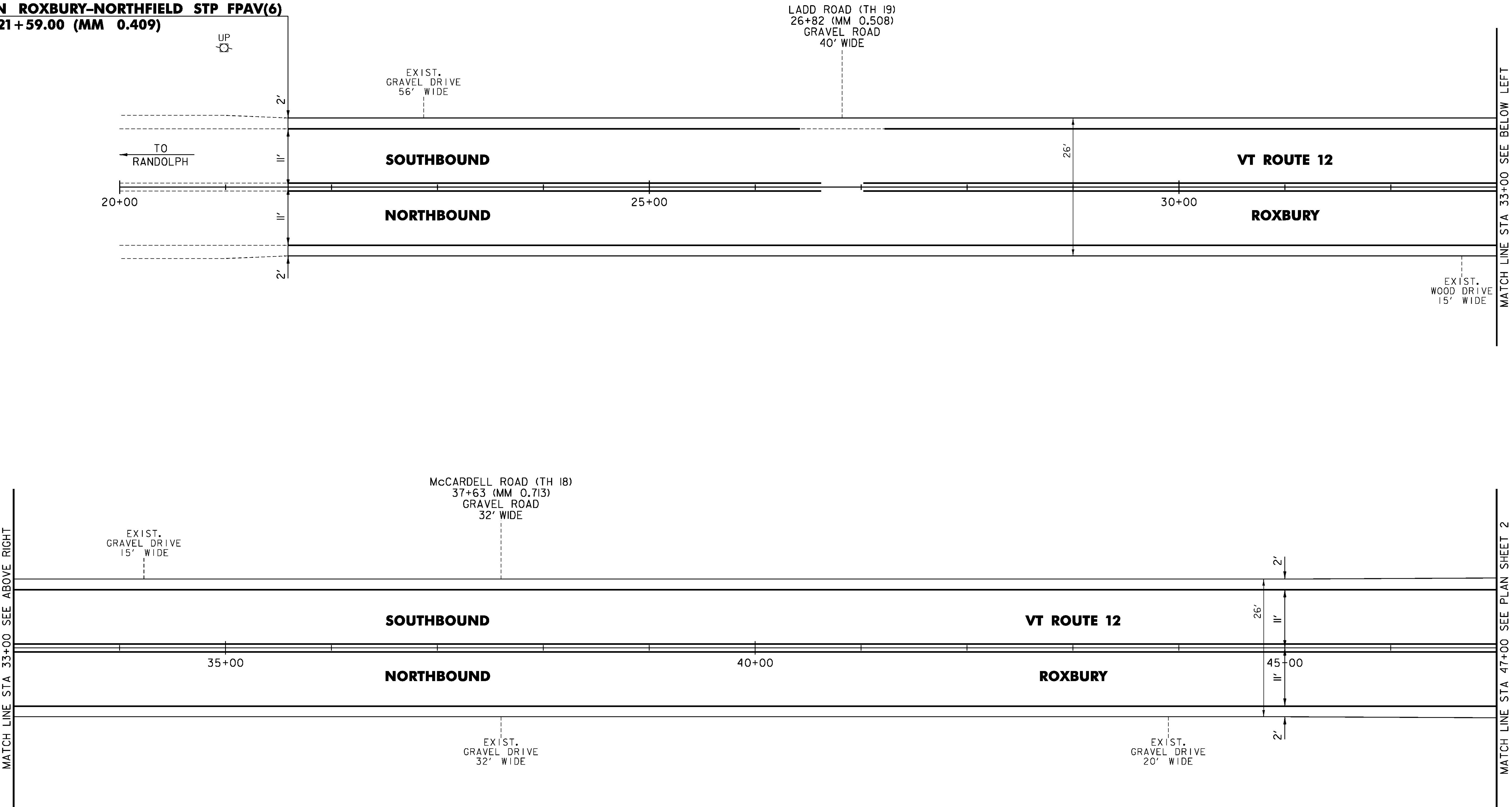
COLD PLANE AREA

PROJECT NAME: ROXBURY-NORTHFIELD	
PROJECT NUMBER: STP FPAV(6)	
FILE NAME: z16v027frm.dgn	PLOT DATE: 2/8/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
HANDWORK DETAIL SHEET	SHEET 13 OF 21

TEMPORARY 4 INCH WHITE LINE, PAINT
4 INCH WHITE LINE, WATERBORNE PAINT
(ALL LINES WILL INCLUDE EDGE LINE
BREAKS AND RADII FOR SIDE ROADS)
21+59 TO 47+00 LT & RT (SOLID)

TEMPORARY 4 INCH YELLOW LINE, PAINT
4 INCH YELLOW LINE, WATERBORNE PAINT
(ALL LINES WILL INCLUDE $\frac{1}{2}$
BREAKS FOR SIDE ROADS)
21+59 TO 47+00 LT & RT (SOLID)

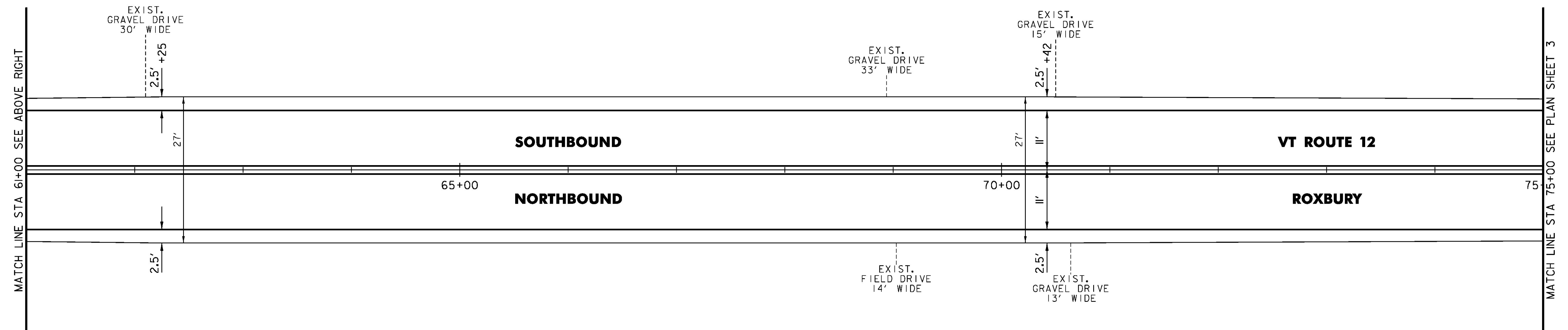
BEGIN ROXBURY-NORTHFIELD STP FPAV(6)
STA 21+59.00 (MM 0.409)



NOT TO SCALE

PROJECT NAME: ROXBURY-NORTHFIELD	
PROJECT NUMBER: STP FPAV(6)	
FILE NAME: z16v027bdr.dgn	PLOT DATE: 2/8/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
PLAN SHEET 1	SHEET 14 OF 21

TEMPORARY 4 INCH YELLOW LINE, PAINT
4 INCH YELLOW LINE, WATERBORNE PAINT
 (ALL LINES WILL INCLUDE 6
 BREAKS FOR SIDE ROADS)
 47+00 TO 75+00 LT & RT (SOLID)



PROJECT NAME: ROXBURY-NORTHFIELD	
PROJECT NUMBER: STP FPAV(6)	
FILE NAME: z16v027bdr.dgn	PLOT DATE: 2/8/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
PLAN SHEET 2	SHEET 15 OF 21

TEMPORARY 4 INCH WHITE LINE, PAINT
4 INCH WHITE LINE, WATERBORNE PAINT
(ALL LINES WILL INCLUDE EDGE LINE
BREAKS AND RADIi FOR SIDE ROADS)
75+00 TO N 25+00 LT & RT (SOLID)

TEMPORARY 4 INCH YELLOW LINE, PAINT
4 INCH YELLOW LINE, WATERBORNE PAINT
(ALL LINES WILL INCLUDE C
BREAKS FOR SIDE ROADS)
75+00 TO N 25+00 LT & RT (SOLID)

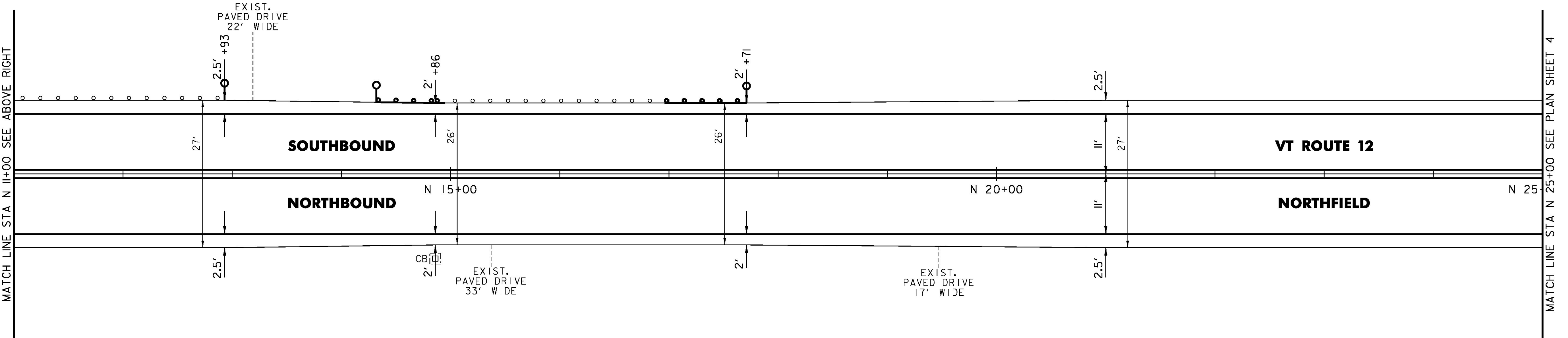
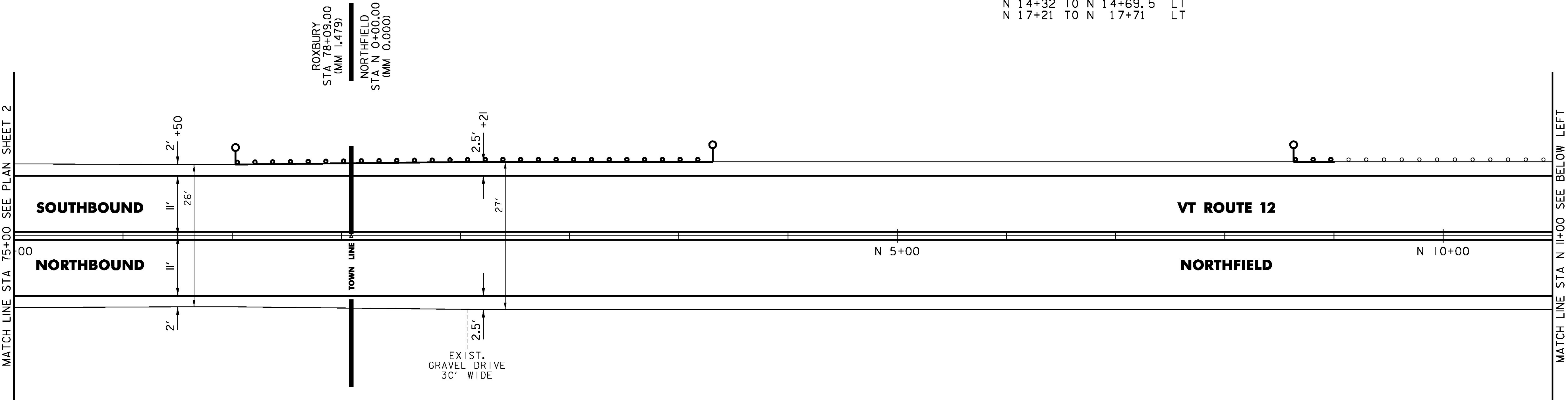
STEEL BEAM GUARDRAIL, GALVANIZED
77+03 TO 77+40.5 LT
N 2+81 TO N 3+31 LT
N 8+63 TO N 9+00.5 LT
N 14+32 TO N 14+69.5 LT
N 17+21 TO N 17+71 LT

ANCHOR FOR STEEL BEAM RAIL
5 (SEE STANDARD G-1d)

REMOVE AND RESET GUARDRAIL
77+40.5 TO N 2+81 LT
N 14+69.5 TO N 14+94.5 LT
N 16+96 TO N 17+21 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
77+03 TO 77+40.5 LT
N 2+81 TO N 3+31 LT
N 8+63 TO N 9+00.5 LT
N 14+32 TO N 14+69.5 LT
N 17+21 TO N 17+71 LT

DELINEATOR WITH STEEL POST
77+03 LT
N 3+31 LT
N 8+63 LT
N 12+93 LT
N 14+32 LT
N 17+71 LT



NOT TO SCALE

PROJECT NAME: ROXBURY-NORTHFIELD	
PROJECT NUMBER: STP FPAV(6)	
FILE NAME: z16v027bdr.dgn	PLOT DATE: 2/8/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
PLAN SHEET 3	SHEET 16 OF 21

TEMPORARY 4 INCH WHITE LINE, PAINT
4 INCH WHITE LINE, WATERBORNE PAINT
(ALL LINES WILL INCLUDE EDGE LINE
BREAKS AND RADII FOR SIDE ROADS)
N 25+00 TO N 53+00 LT & RT (SOLID)

TEMPORARY 4 INCH YELLOW LINE, PAINT
4 INCH YELLOW LINE, WATERBORNE PAINT
(ALL LINES WILL INCLUDE EDGE LINE
BREAKS FOR SIDE ROADS)
N 25+00 TO N 53+00 LT & RT (SOLID)

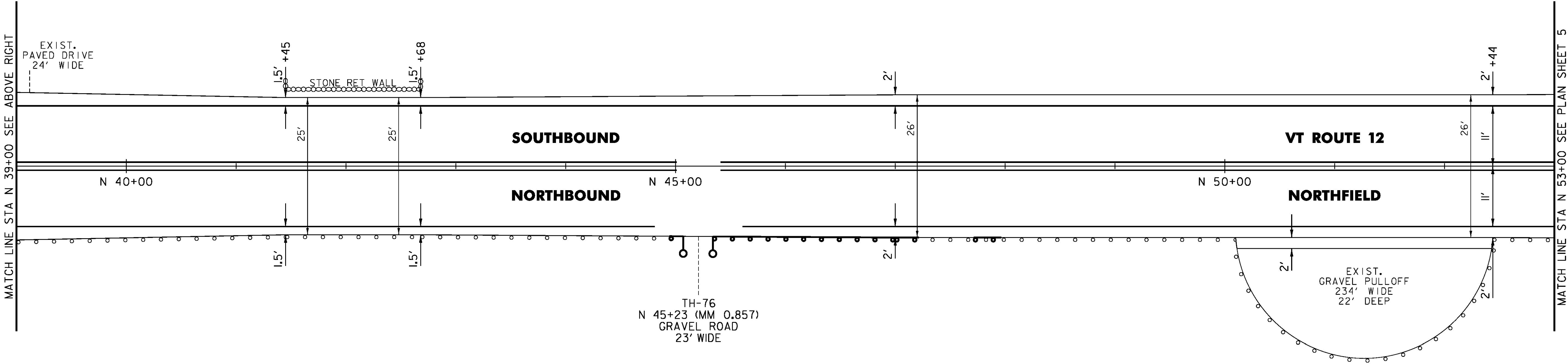
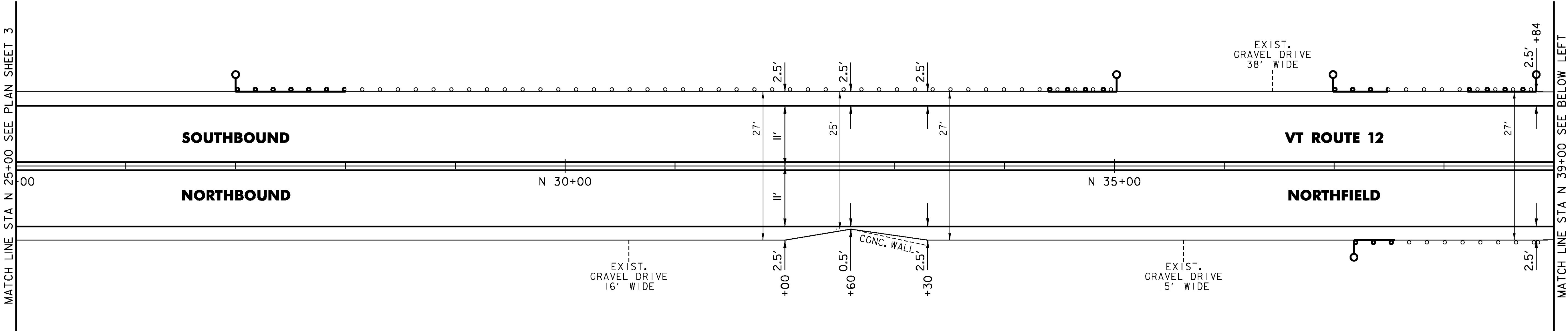
STEEL BEAM GUARDRAIL, GALVANIZED
N 27+00 TO N 27+50 LT
N 34+64.5 TO N 35+02 LT
N 36+99 TO N 37+49 LT
N 37+18 TO N 37+55.5 RT
N 38+46.5 TO N 38+84 LT
N 47+71.5 TO N 47+96.5 RT

ANCHOR FOR STEEL BEAM RAIL
5 (SEE STANDARD G-1d)

REMOVE AND RESET GUARDRAIL
N 27+50 TO N 28+00 LT
N 34+39.5 TO N 34+64.5 LT
N 38+21.5 TO N 38+46.5 LT
N 44+94.5 TO N 45+07 RT
N 45+34 TO N 47+21.5 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
N 27+00 TO N 27+50 LT
N 34+64.5 TO N 35+02 LT
N 36+99 TO N 37+49 LT
N 38+46.5 TO N 38+84 LT
N 37+18 TO N 37+55.5 RT
N 47+71.5 TO N 47+96.5 RT

DELINEATOR WITH STEEL POST
N 27+00 LT
N 35+02 LT
N 36+99 LT
N 37+18 RT
N 38+84 LT
N 45+07 RT
N 45+34 RT



NOT TO SCALE

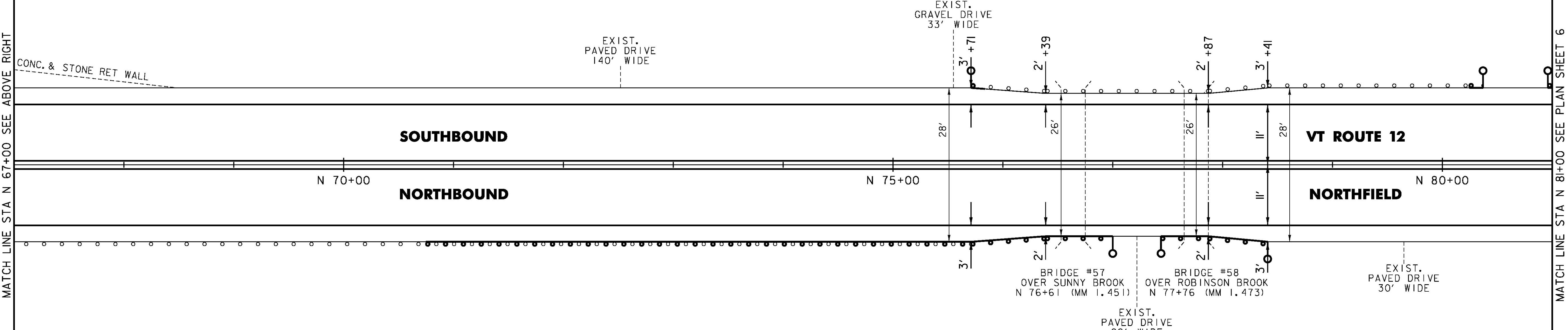
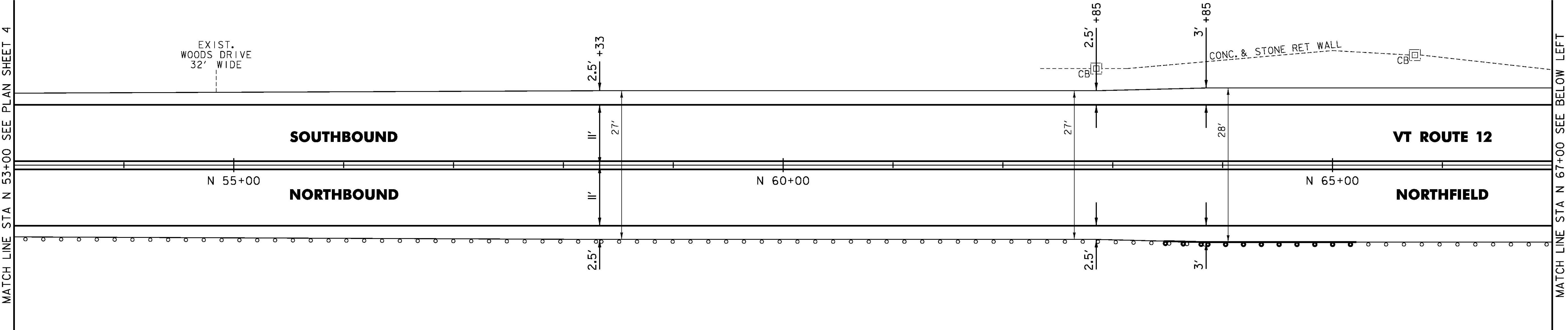
PROJECT NAME: ROXBURY-NORTHFIELD	
PROJECT NUMBER: STP FPAV(6)	
FILE NAME: z16v027bdr.dgn	PLOT DATE: 2/8/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
PLAN SHEET 4	SHEET 17 OF 21

TEMPORARY 4 INCH WHITE LINE, PAINT
4 INCH WHITE LINE, WATERBORNE PAINT
(ALL LINES WILL INCLUDE EDGE LINE
BREAKS AND RADII FOR SIDE ROADS)
N 53+00 TO N 81+00 LT & RT (SOLID)

TEMPORARY 4 INCH YELLOW LINE, PAINT
4 INCH YELLOW LINE, WATERBORNE PAINT
(ALL LINES WILL INCLUDE $\frac{1}{2}$ "
BREAKS FOR SIDE ROADS)
N 53+00 TO N 81+00 LT & RT (SOLID)

REMOVE AND RESET GUARDRAIL
N 63+46.5 TO N 65+21.5 RT
N 70+75 TO N 77+00 RT
N 75+71 TO N 75+83.5 LT
N 77+44 TO N 78+41 RT
N 80+24.5 TO N 80+37 LT
N 80+96 TO N 81+00 LT

DELINEATOR WITH STEEL POST
N 75+71 LT
N 77+00 RT
N 77+44 RT
N 78+41 RT
N 80+37 LT
N 80+96 LT



NOT TO SCALE

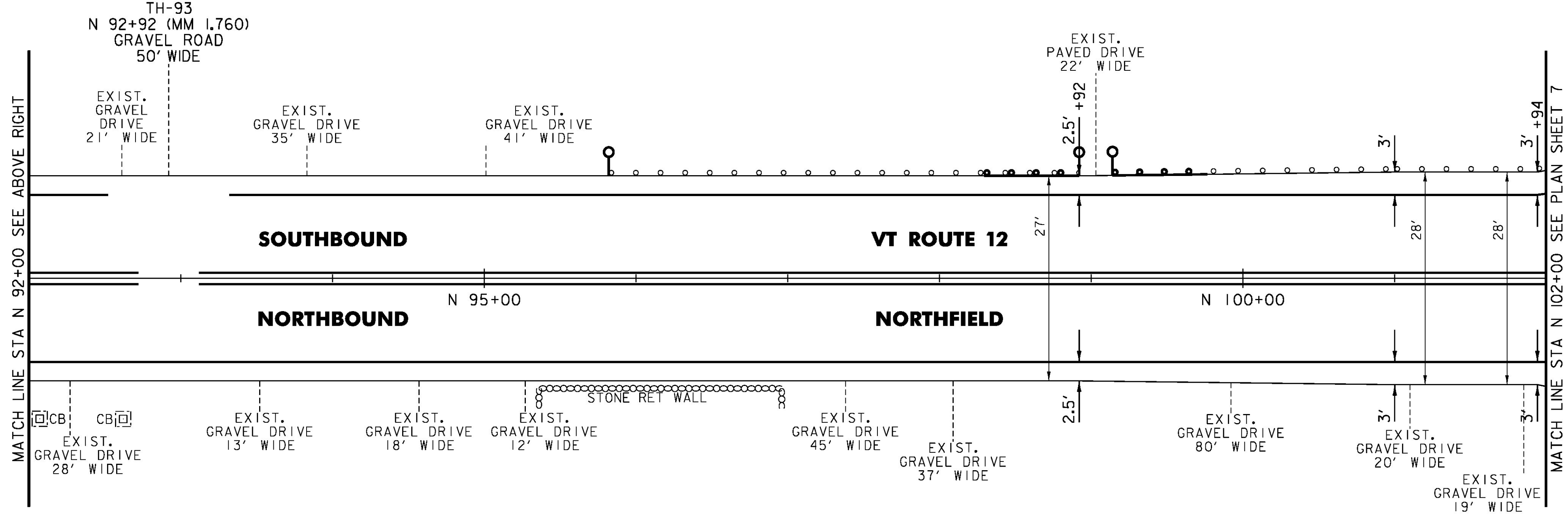
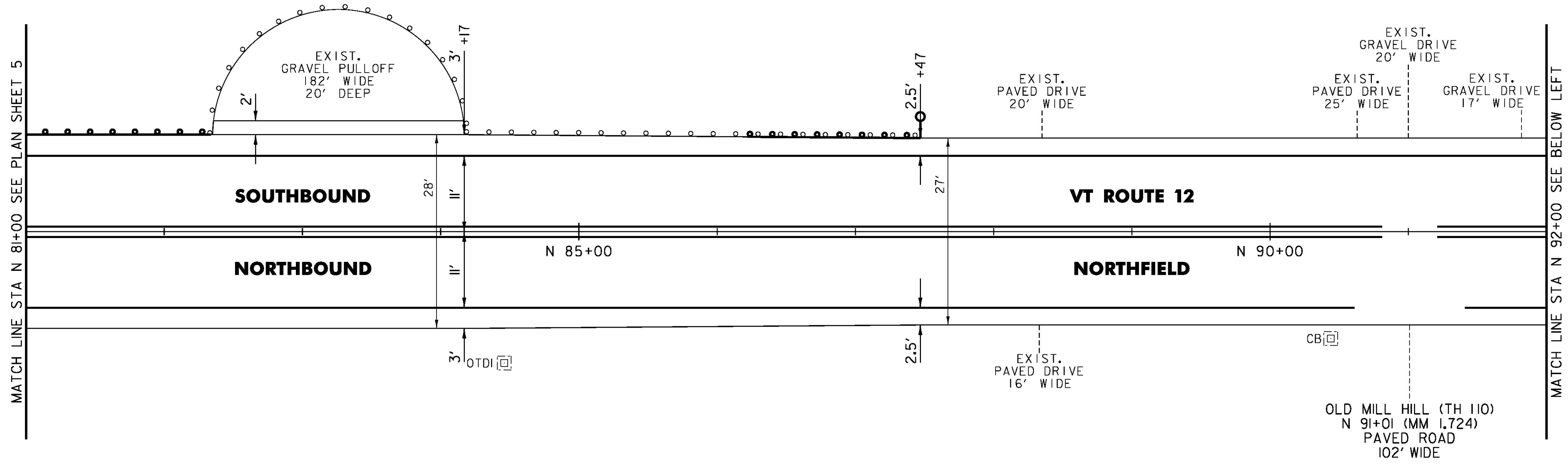
PROJECT NAME: ROXBURY-NORTHFIELD	
PROJECT NUMBER: STP FPAV(6)	
FILE NAME: z16v027bdr.dgn	PLOT DATE: 2/8/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
PLAN SHEET 5	SHEET 18 OF 21

TEMPORARY 4 INCH WHITE LINE, PAINT
4 INCH WHITE LINE, WATERBORNE PAINT
(ALL LINES WILL INCLUDE EDGE LINE
BREAKS AND RADI1 FOR SIDE ROADS)
N 81+00 TO TO N 102+00 LT & RT (SOLID)

TEMPORARY 4 INCH YELLOW LINE, PAINT
4 INCH YELLOW LINE, WATERBORNE PAINT
(ALL LINES WILL INCLUDE C
BREAKS FOR SIDE ROADS)
N 81+00 TO N 102+00 LT & RT (SOLID)

REMOVE AND RESET GUARDRAIL
N 81+00 TO N 82+33.5 LT
N 86+22 TO N 87+47 LT
N 98+29.5 TO N 98+92 LT
N 99+14 TO N 99+76.5 LT

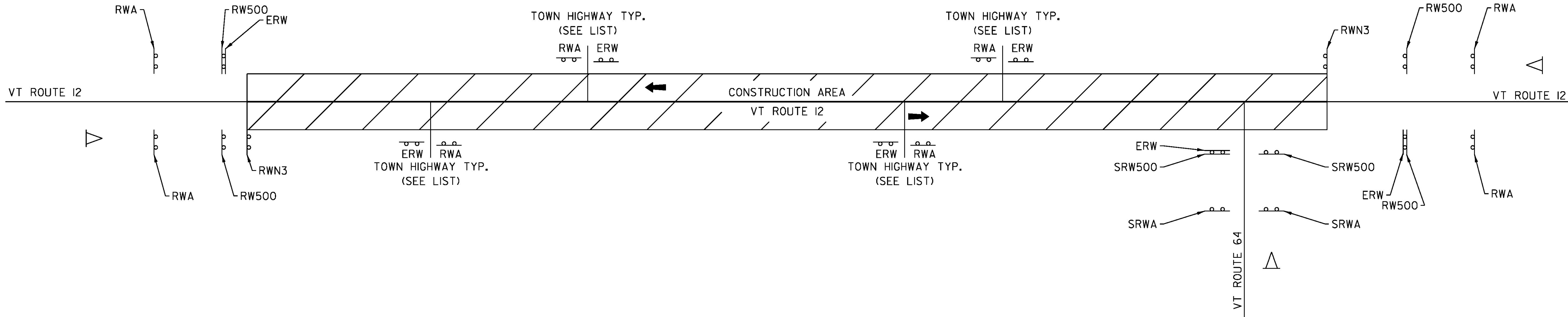
DELINEATOR WITH STEEL POST
N 87+47 LT
N 95+82 LT
N 98+92 LT
N 99+14 LT



NOT TO SCALE

PROJECT NAME:	ROXBURY-NORTHFIELD
PROJECT NUMBER:	STP FPAV(6)
FILE NAME:	z16v027bdr.dgn
PROJECT LEADER:	P. SHEDD
DESIGNED BY:	N. LEMAY
PLAN SHEET 6	
PLOT DATE:	2/8/2017
DRAWN BY:	S. GOODWIN
CHECKED BY:	P. SHEDD
SHEET	19 OF 21

FILE NAME: z16v027bdr.dgn	PLOT DATE: 2/8/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
PLAN SHEET 7	SHEET 20 OF 21



TRAFFIC CONTROL NOTES

1. 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.
2. CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LATEST REVISIONS AND CURRENT STATE STANDARDS.
3. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR APPROVAL BY THE PROJECT MANAGER PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL. THE TRAFFIC CONTROL PLAN SHALL BE IN COMPLIANCE WITH VAOT STANDARDS AND THE LATEST EDITION OF THE MUTCD. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.
4. THE BID PRICE FOR ITEM 641.10, TRAFFIC CONTROL SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH, ON AND OFF 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.
5. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WILL BE PROVIDED FOR USE ALONG THIS PROJECT AND ARE TO BE USED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL POSITION PORTABLE CHANGEABLE MESSAGE SIGNS WARNING MOTORISTS OF THE EXPECTED ROADWAY CONDITIONS AHEAD. THE MESSAGE TO BE DISPLAYED SHALL BE SUBMITTED TO THE ENGINEER IN ADVANCE FOR APPROVAL. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS. THE COST OF PROVIDING THESE MESSAGE SIGNS SHALL BE PAID UNDER ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.
6. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS.
7. DIAMOND SHAPED SIGNS SHALL BE 48" X 48" WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
8. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.

9. ALL PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED, THE PAYMENT FOR WHICH WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.
10. SEE VAOT STANDARDS T-1, T-10 AND T-17 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
11. A MINIMUM LANE WIDTH OF 10 FEET SHALL BE MAINTAINED.
12. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES DURING BUSINESS HOURS. COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK. ALL COMMERCIAL AND MUNICIPAL ACCESSES SHALL BE KEPT FREE OF WORK AND TRAFFIC CONTROLLED BY UNIFORMED TRAFFIC OFFICERS OR FLAGGERS AS REQUIRED BY THE ENGINEER. ACCESS TO ALL PROPERTIES MAY BE RESTRICTED FOR A SHORT DURATION (A FEW HOURS). THIS WORK WILL BE COORDINATED WITH THE OWNER.
13. WHEN COLD PLANED BITUMINOUS PAVEMENT IS OPEN TO TRAFFIC, A "MOTORCYCLES USE CAUTION" SIGN, AS PER VAOT STANDARD T-17, SHALL BE PROVIDED.
14. AS THE PAVING OPERATION MOVES, FLAGGER SIGNS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THAN 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.
15. CONES SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK SPACE ALONG ITS ENTIRE LENGTH.
16. THE CONTRACTOR SHALL LEAVE NO LONGITUDINAL DROP-OFFS DURING THE OVERNIGHT HOURS. THEREFORE, THE FULL ROADWAY WIDTH SHALL BE COLD PLANED OR PAVED DURING THE DAILY WORK PERIOD. WHEN NECESSARY, DROP-OFF PROTECTION IN THESE AREAS SHALL CONFORM TO VAOT STANDARD T-36.

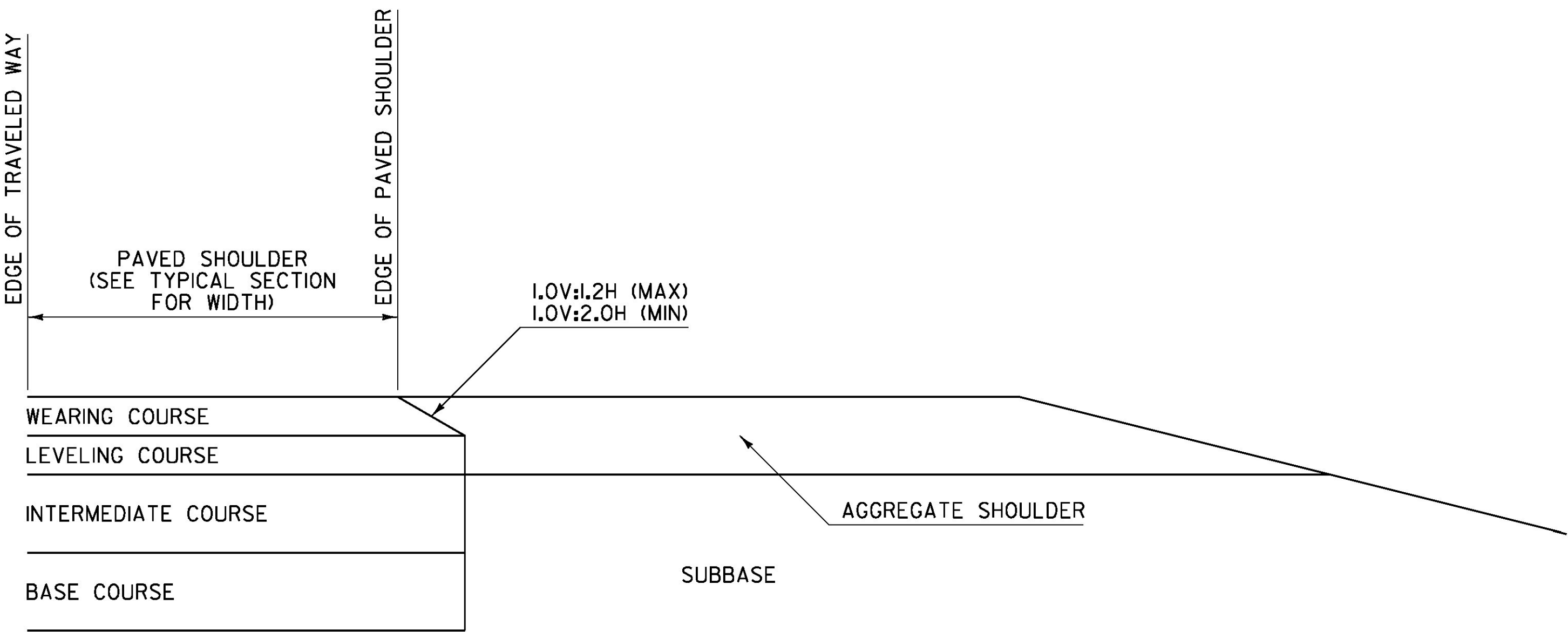
LIST OF TOWN/STATE HIGHWAYS FOR CONSTRUCTION SIGNS

TOWN/STATE HIGHWAY NAME	ROAD WORK AHEAD (RWA)	END ROAD WORK (ERW)	ROAD WORK 500' (RW500)	SIDE ROAD WORK AHEAD (SRWA)	SIDE ROAD WORK 500' (SRW500)	ROAD WORK NEXT 3 MILES (RWN3)	PCMS
VT ROUTE 12							
BEGINNING OF PROJECT	2	1	2			1	1
TH 19 (DEAD END)	-	-					
TH 18 (DEAD END)	-	-					
TH 17 (DEAD END)	-	-					
TH 76 (DEAD END)	-	-					
TH 110	1	1					
TH 93 (DEAD END)	-	-					
TH 5	1	1					
VT ROUTE 64		1		2	2		1
END OF PROJECT	2	1	2			1	1
TOTAL	6	5	4	2	2	2	3

LEGEND

- RWA = ROAD WORK AHEAD
RW500 = ROAD WORK IN 500 FEET
SRWA = SIDE ROAD WORK AHEAD
SRW500 = SIDE ROAD WORK IN 500 FEET
RWN = ROAD WORK NEXT (XX MILES)
ERW = END ROAD WORK
-  = PORTABLE CHANGEABLE MESSAGE SIGN
-  = WORK AREA
-  = DIRECTION OF TRAFFIC FLOW

PROJECT NAME: ROXBURY-NORTHFIELD	
PROJECT NUMBER: STP FPAV(6)	
FILE NAME: z16v027frm.dgn	PLOT DATE: 2/8/2017
PROJECT LEADER: P. SHEDD	DRAWN BY: S. GOODWIN
DESIGNED BY: N. LEMAY	CHECKED BY: P. SHEDD
CONSTRUCTION APPROACH SIGNING	SHEET 21 OF 21

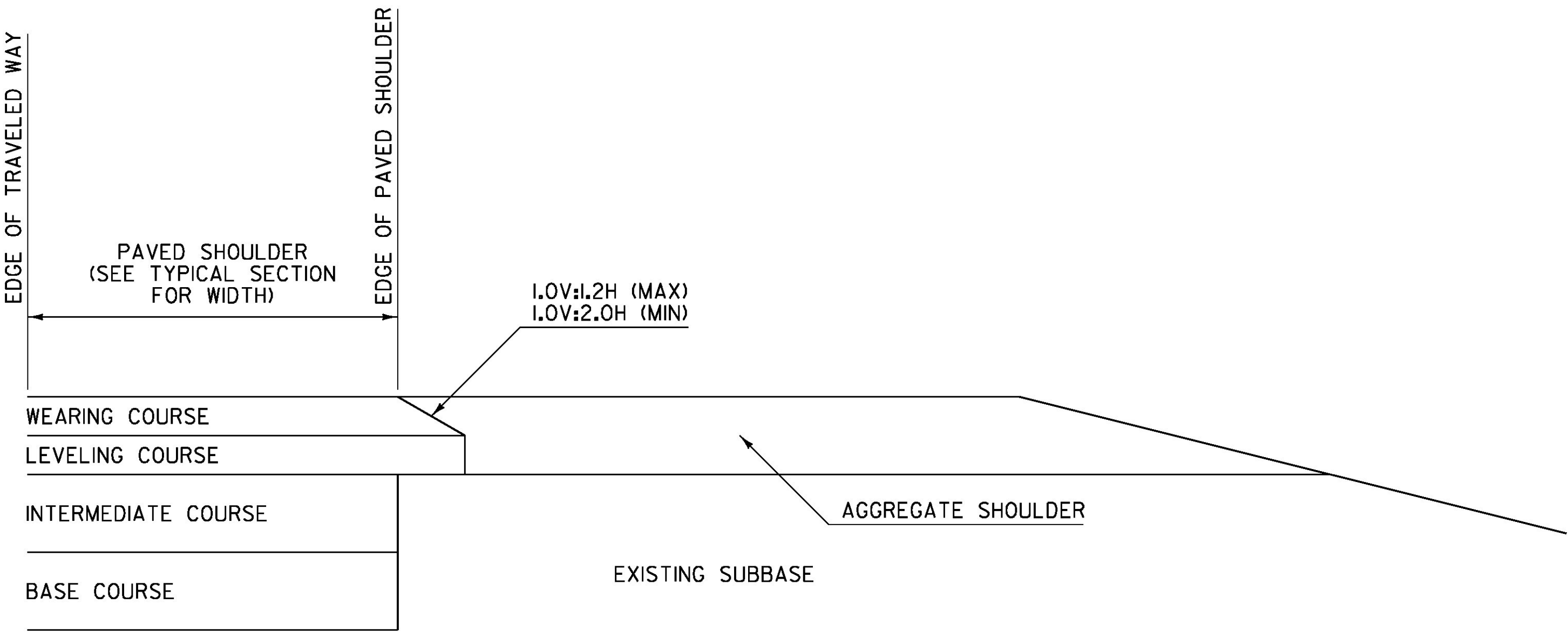


NOTES:

- 1. THIS DETAIL IS INTENDED FOR WHEN PAVING EXTENDS BELOW THE WEARING COURSE.
- 2. PRIOR TO PLACEMENT OF THE LEVELING AND/OR WEARING COURSE, THE SUBBASE LOCATED BENEATH THE AGGREGATE SHOULDER SHALL BE PREPARED FLUSH WITH THE BOTTOM OF THE LEVELING COURSE.
- 3. BASE COURSE LIMITS MAY VARY, SEE TYPICAL SECTIONS FOR WIDTH.

**SAFETY EDGE DETAIL
FOR PAVING BELOW WEARING COURSE**

SAFETY EDGE WIDTH BASED ON WEARING COURSE THICKNESS AND A 1V:1.6H SLOPE	
WEARING COURSE THICKNESS (INCHES)	NOMINAL SAFETY EDGE WIDTH (INCHES)
1.25	2.000
1.50	2.375
1.75	2.750
2.00	3.125
2.25	3.500
2.50	4.000



NOTES:

- 1. THIS DETAIL IS INTENDED FOR WHEN ONLY THE LEVELING AND/OR WEARING COURSE IS TO BE PLACED.
- 2. PAVEMENT COURSES MAY VARY, SEE TYPICAL SECTIONS FOR ACTUAL PAVEMENT COURSES REQUIRED.

**SAFETY EDGE DETAIL
FOR PAVING WEARING COURSE ONLY**

GENERAL NOTES:

- 1. PLACEMENT OF THE WEARING COURSE SHALL INCLUDE THE SAFETY EDGE, UNLESS THE FOLLOWING APPLIES:
 - A. THE ADJACENT SLOPE IS STEEPER THAN THE SAFETY EDGE.
 - B. THE EDGE OF PAVEMENT BEING PLACED ABUTS BOUND MATERIAL.
 - C. VEHICLES ARE RESTRICTED FROM LEAVING THE PAVED SURFACE (EXAMPLE: GUARDRAIL).
- 2. THE SAFETY EDGE SHALL BE FORMED IN SUCH A WAY THAT THE BITUMINOUS CONCRETE PAVEMENT IS EXTRUDED OR COMPRESSED TO FORM THE SLOPE. DEVICES THAT SIMPLY STRIKE-OFF THE MIX WITHOUT PROVIDING ANY COMPACTIVE EFFORT WILL NOT BE ALLOWED.
- 3. THE SAFETY EDGE SHALL NOT BE CONSIDERED PART OF THE PAVED SHOULDER.
- 4. THIS WORK SHALL BE INCIDENTAL TO THE RESPECTIVE BITUMINOUS CONCRETE PAVEMENT ITEM.

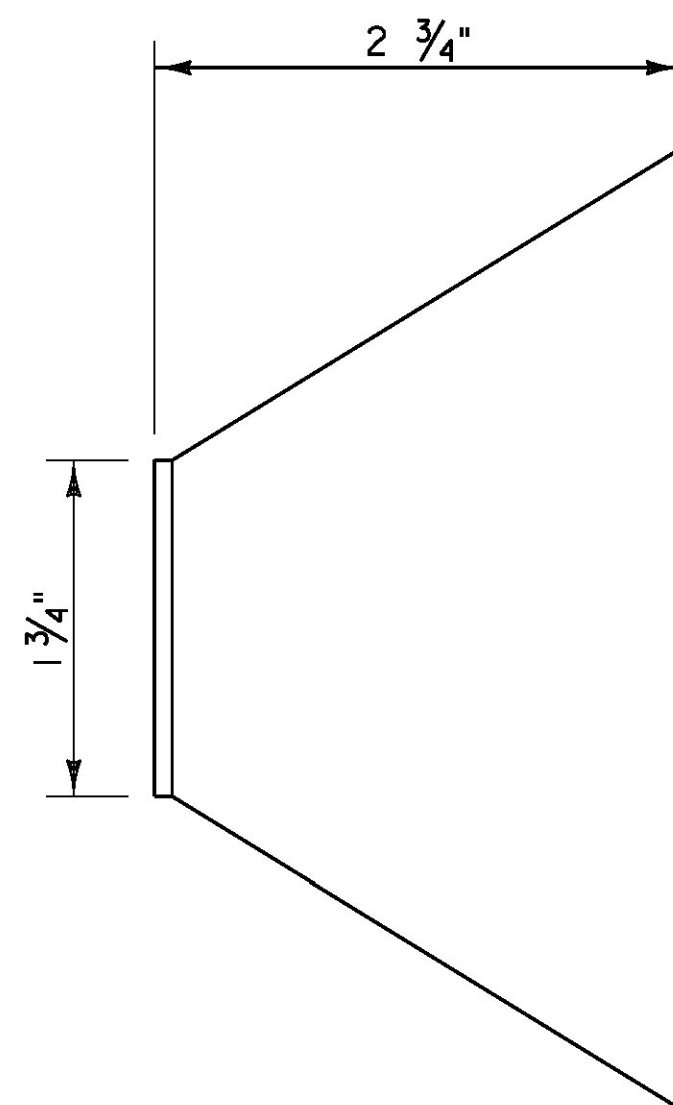
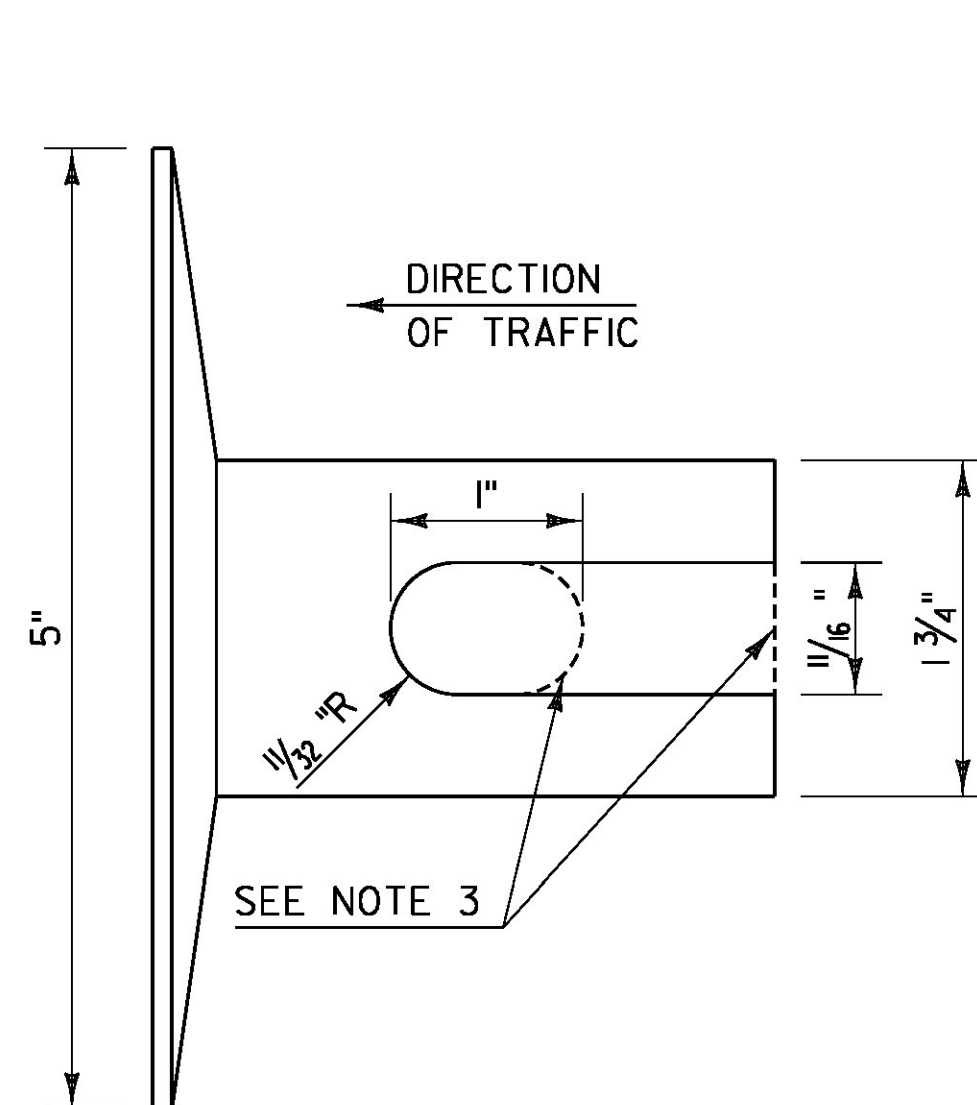
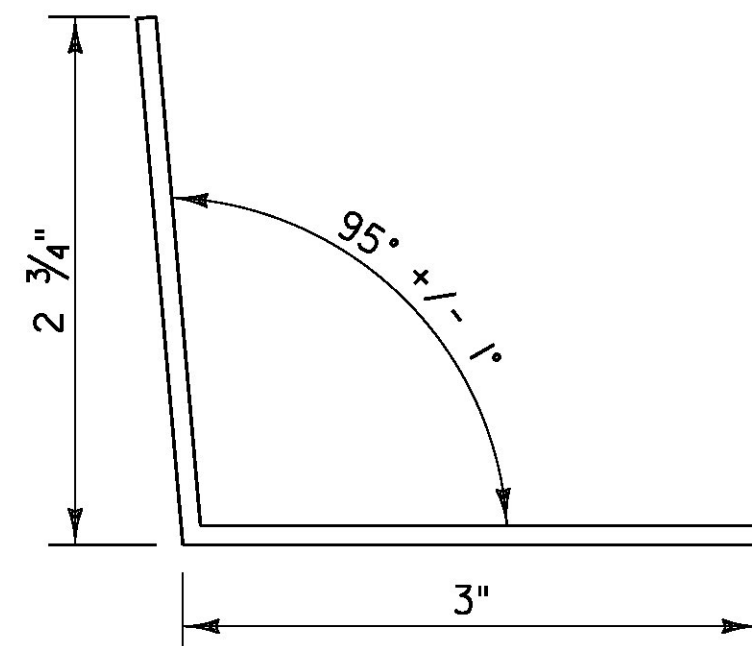
REV.	DATE	DESCRIPTION
0	MAR. 29, 2016	ORIGINAL APPROVAL
OTHER DETAILS REQUIRED: NONE		
DETAILS APPROVED FOR USE BY HIGHWAY SAFETY & DESIGN		

SAFETY EDGE DETAILS



HIGHWAY SAFETY
& DESIGN DETAIL
HSD-400.01

GUARDRAIL DELINEATOR DETAIL



NOTES:

1. GUARDRAIL DELINEATOR BASE MATERIAL SHALL BE 0.10 INCH THICK ALUMINUM IN ACCORDANCE WITH SUBSECTION 728.04 DELINEATION DEVICES.
2. GUARDRAIL DELINEATORS SHALL HAVE WHITE RETROREFLECTIVE SHEETING, EQUAL TO OR EXCEEDING TYPE III IN ACCORDANCE WITH SUBSECTION 750.08(B)(3) ON THE RIGHT SIDE OF THE TRAVELED WAY AND YELLOW RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING TYPE VII IN ACCORDANCE WITH SUBSECTION 750.08(B)(7) ON THE LEFT SIDE OF THE TRAVELED WAY IN RESPECT TO APPROACHING TRAFFIC. ON ONE DIRECTIONAL ROADWAYS RETROREFLECTIVE SHEETING MAY BE OMITTED ON FACES WHERE THERE WILL BE NO APPROACHING TRAFFIC.
3. HOLE MAY BE USED IN PLACE OF SLOT.

GUARDRAIL TERMINAL LABEL DETAIL



NOTES:

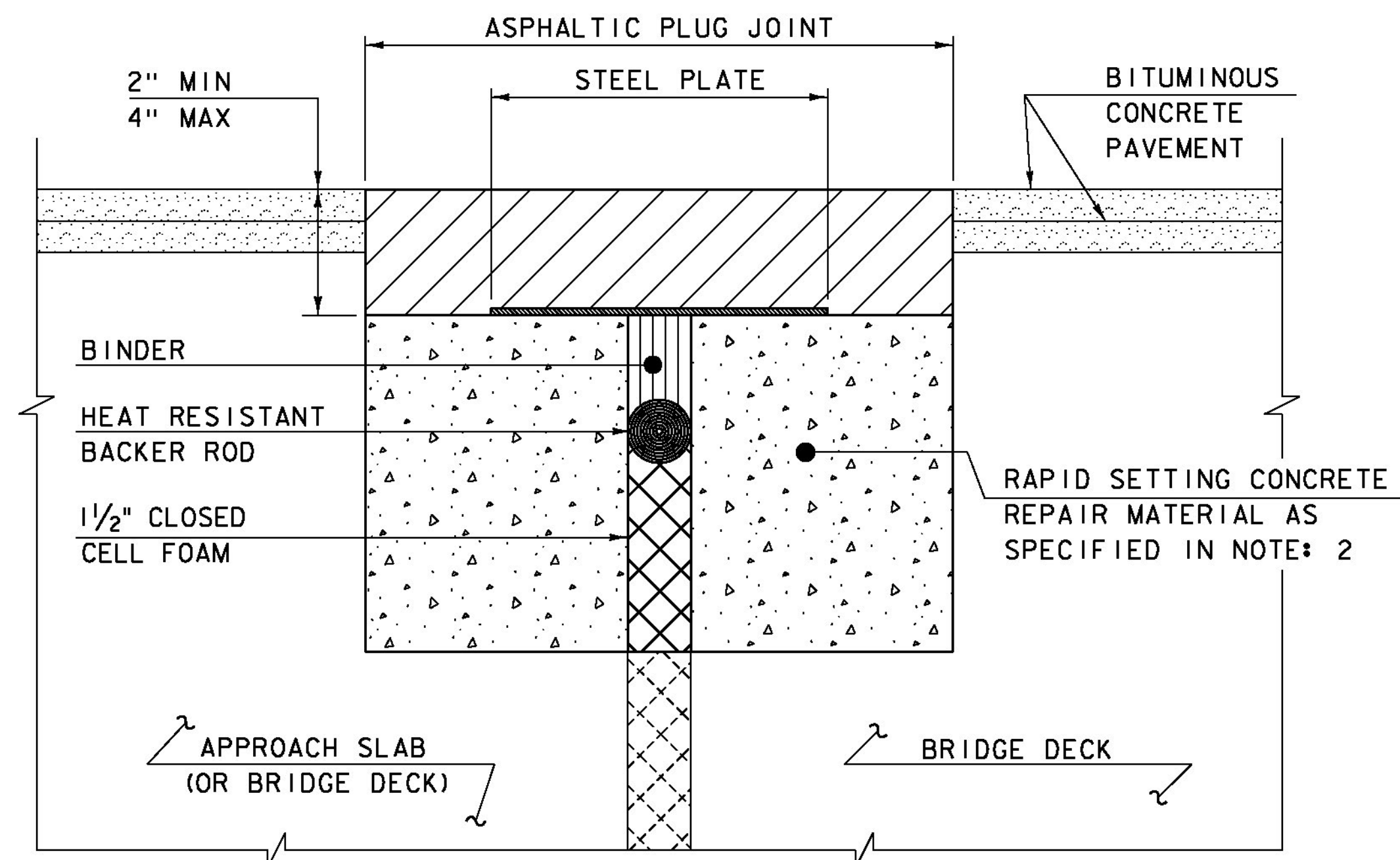
1. LINE ONE SHALL INDICATE THE INSTALLATION YEAR (YYYY).
2. LINE TWO SHALL INDICATE THE MODEL AS IDENTIFIED ON THE APPROVED PRODUCTS LIST. FOR GENERIC INSTALLATIONS THE STANDARD DRAWING DESIGNATION OR NAME AS IDENTIFIED IN THE FHWA ELIGIBILITY LETTER SHALL BE USED.
3. LINE THREE SHALL INDICATE ADDITIONAL MODEL INFORMATION IF NECESSARY.
4. LINE FOUR SHALL INDICATE FLARED (FLRD) OR TANGENT (TANG).
5. LEGEND SHALL BE SIZE 3/4 INCH ARIEL FONT.
6. LEGEND SHALL BE BLACK ON A WHITE BACKGROUND, LEGEND AND BACKGROUND SHALL NOT BE REFLECTIVE.
7. SUITABLE MATERIAL SHALL BE USED SO AS TO NOT DETERIORATE DURING EXPOSURE TO WEATHER.
8. LABELS SHALL BE APPLIED IN SUCH A WAY THAT THEY REMAIN INTACT DURING THE LIFE OF THE TERMINAL.
9. FOR W-BEAM GUARDRAIL, LABEL SHALL BE PLACED ON THE TOP OF POST ONE FACING AWAY FROM TRAFFIC.
10. FOR BOX BEAM GUARDRAIL, LABEL SHALL BE PLACED ON THE BOX BEAM ADJACENT TO POST ONE FACING AWAY FROM TRAFFIC.
11. PAYMENT SHALL BE INCIDENTAL TO OTHER TRAFFIC BARRIER ITEMS.

MISCELLANEOUS GUARDRAIL DETAILS



HIGHWAY SAFETY
& DESIGN DETAIL
HSD - 621.06

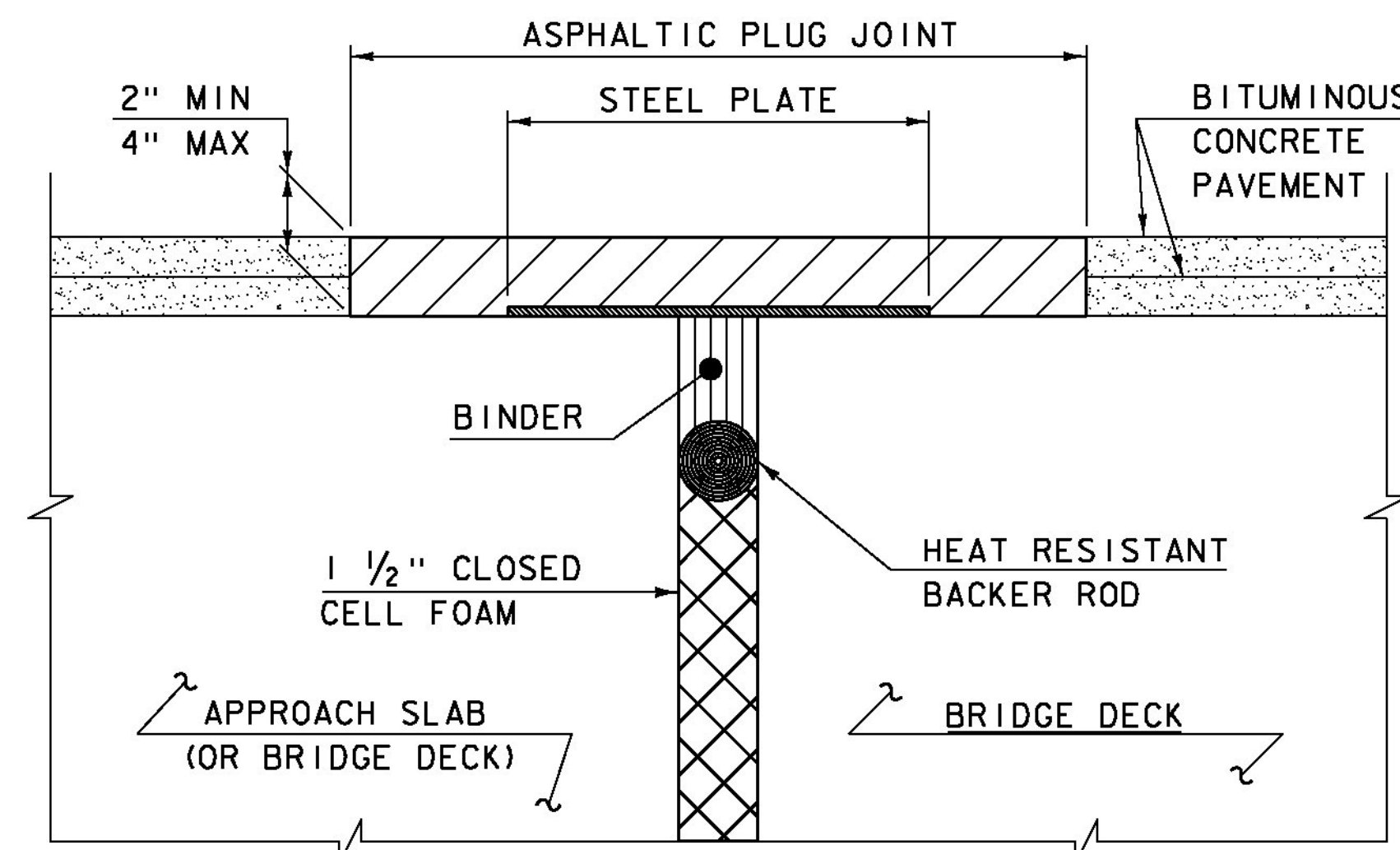
REV.	DATE	DESCRIPTION
0	NOV. 3, 2015	ORIGINAL APPROVAL
1	FEB. 27, 2017	UPDATED NAME, MINOR CORRECTIONS AND ADDED GUARDRAIL DELINEATOR DETAIL
OTHER DETAILS REQUIRED: NONE		
DETAILS APPROVED FOR USE BY HIGHWAY SAFETY & DESIGN		



ASPHALTIC PLUG JOINT DETAIL - REHAB

NOTES:

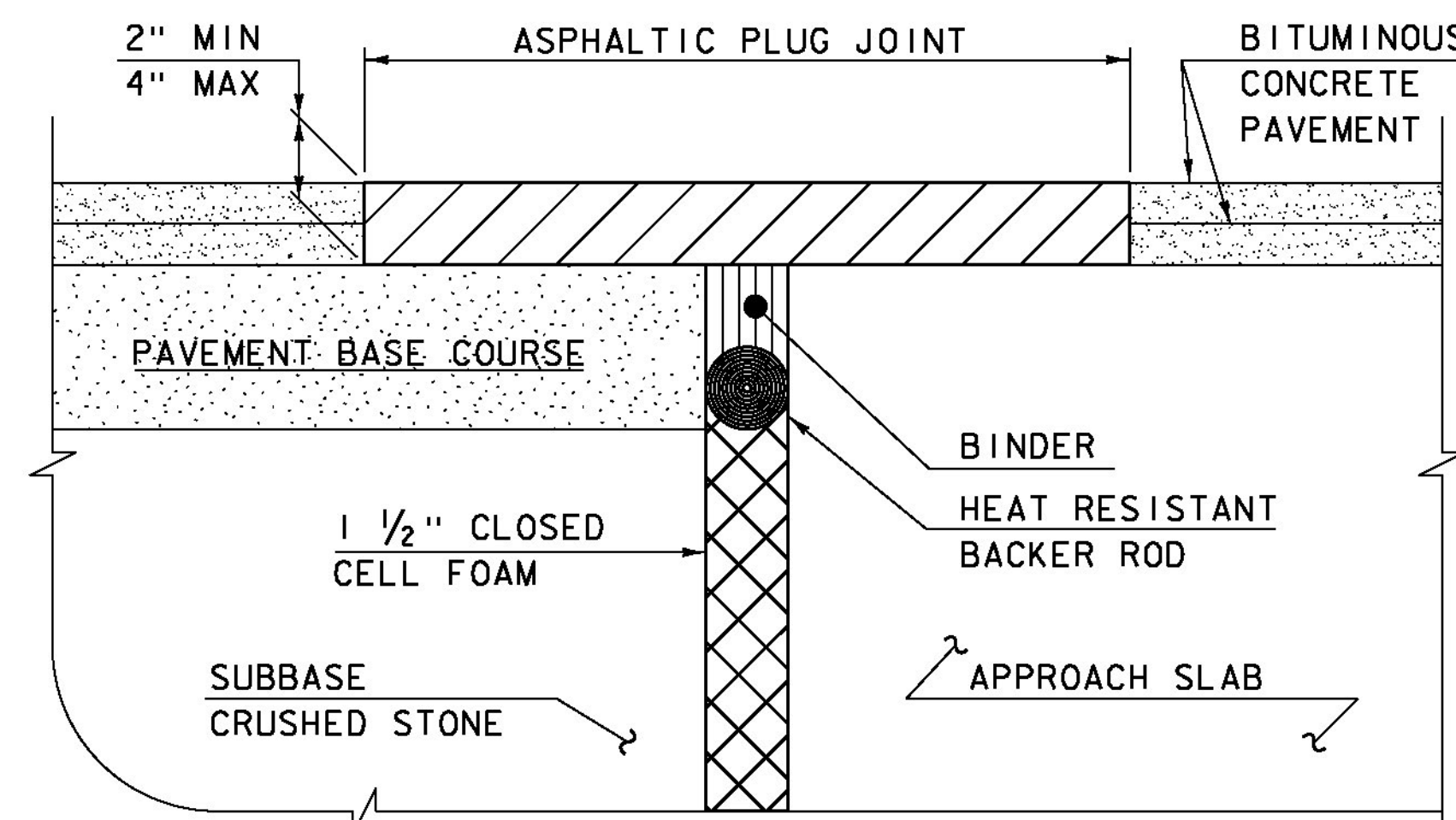
1. THE CONTRACTOR SHALL REMOVE ALL ASPHALTIC PLUG JOINT MATERIAL AND DETERIORATED CONCRETE AS DIRECTED BY THE ENGINEER. REMOVAL OF THE FIRST 4 INCHES OF MATERIAL SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 516.10 BRIDGE EXPANSION JOINT, ASPHALTIC PLUG. ANY REMOVAL OF MATERIAL GREATER THAN 4 INCHES SHALL BE INCLUDED IN THE BID PRICE OF ITEM 580.20 RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE.
2. THE CONTRACTOR SHALL REPLACE REMOVED MATERIAL THAT IS LESS THAN 4" FROM FINISHED GRADE WITH ASPHALTIC PLUG JOINT MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 707.15. ALL REMOVED MATERIAL THAT IS GREATER THAN 4 INCHES FROM FINISHED GRADE SHALL BE REPLACED WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE MEETING THE REQUIREMENTS OF SUBSECTION 780.04.
3. REINFORCING STEEL NOT SHOWN FOR CLARITY.
4. PLACE 1/4" THICK BY 8" WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE THE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRE-STAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER. THE STEEL PLATES MAY BE OMITTED WHERE THE ENGINEER DETERMINES THAT THE APPROACH SLAB OR BRIDGE DECK WILL PROVIDE INADEQUATE SUPPORT AND WHERE VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.



ASPHALTIC PLUG JOINT DETAIL "A" - NEW

NOTE:

PLACE 1/4" THICK BY 8" WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE THE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRE-STAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER.



ASPHALTIC PLUG JOINT DETAIL "B" - NEW

ASPHALTIC PLUG JOINT NOTES

INSTALLATION:

1. LOCATE THE JOINT CENTRALLY OVER THE DECK OVERLAY EXPANSION GAP OR FIXED JOINT, MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.
2. REMOVE THE BITUMINOUS CONCRETE PAVEMENT FULL DEPTH AS SHOWN ON THE PLANS. THE PAVEMENT SHALL BE DRY AND SAW CUT TO THE LIMITS REQUIRED TO PLACE THE JOINT. A PNEUMATIC HAMMER AND CHISEL MAY BE USED ADJACENT TO THE CURB ONLY WHEN SAW CUTTING IS NOT POSSIBLE.
3. BLAST CLEAN THE JOINT AREA OF DEBRIS, ASPHALT AND SHEET MEMBRANE. THOROUGHLY DRY THE JOINT AREA WITH COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.
4. PLACE PROPERLY SIZED HEAT RESISTANT BACKER ROD IN THE MOVEMENT GAP ALLOWING FOR 1" +/- OF BINDER ABOVE THE ROD.
5. HEAT AND PLACE THE BINDER MATERIAL AS RECOMMENDED BY THE MANUFACTURER.
6. IMMEDIATELY AFTER TOP COATING, CAST AN ANTI-SKID MATERIAL OVER THE JOINT TO REDUCE THE RISK OF TRACKING.

WEATHER LIMITATIONS

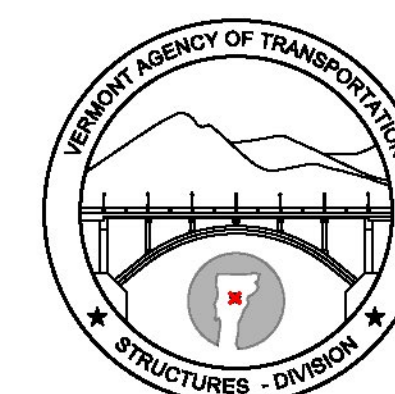
APPLY BINDER MATERIAL ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL OR AS RECOMMENDED BY THE MANUFACTURER:

1. THE AMBIENT AIR TEMPERATURE IS AT LEAST 10 DEG C (50 DEG F) AND RISING.
2. THE ROAD SURFACE IS DRY.
3. WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF SATISFACTORY WORK.

DETAILS ON THIS SHEET ARE NOT TO SCALE.

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION
AUGUST 29, 2011	ADD DETAIL "B" AND REV. NOTES

**BRIDGE JOINT
ASPHALTIC PLUG**



**STRUCTURES
DETAIL
SD-516.10**