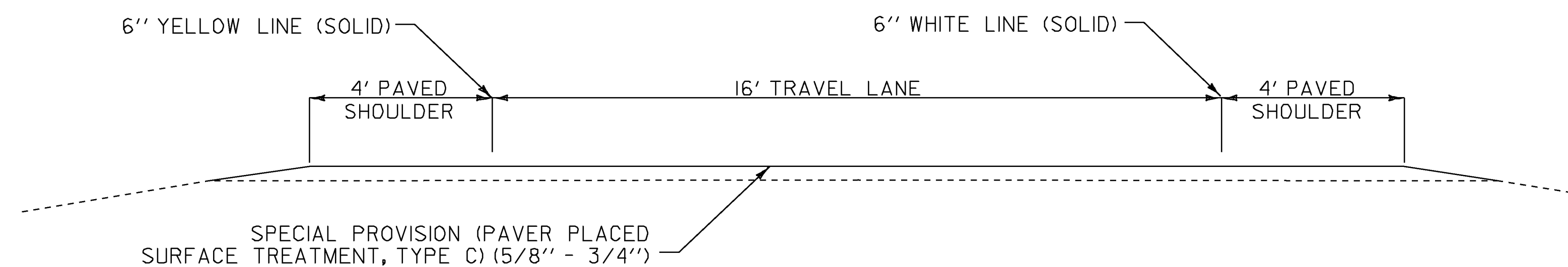
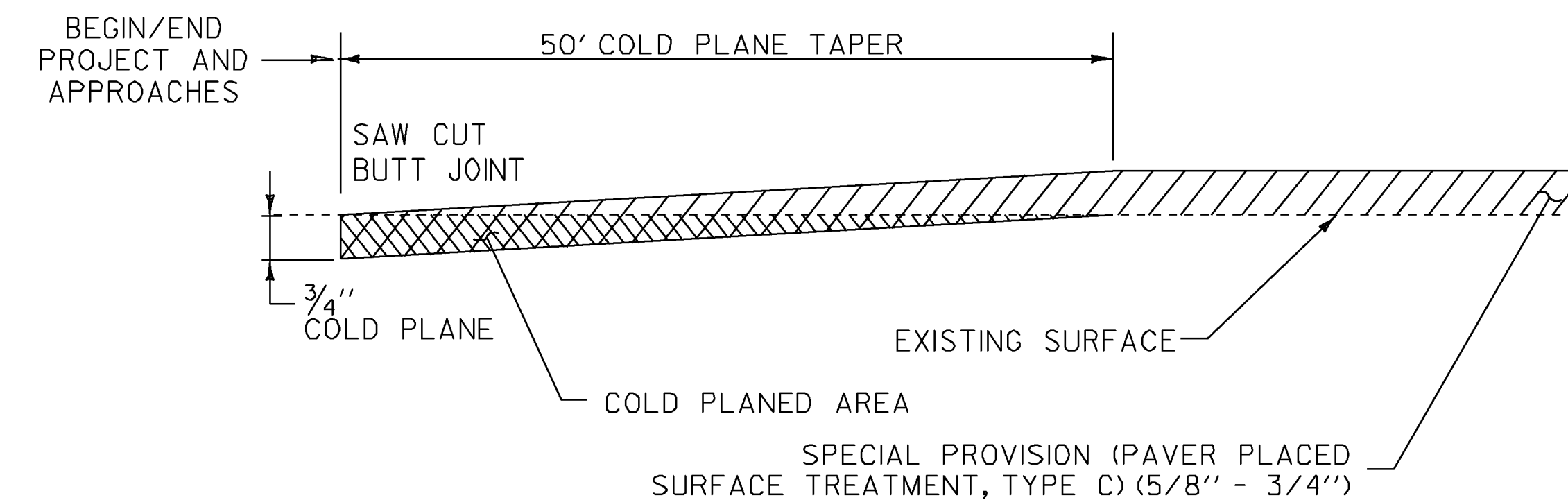


ROADWAY PROJECT TYPICAL SECTION - ALTERNATE A
MIRROR IMAGE FOR SOUTHBOUND LANE



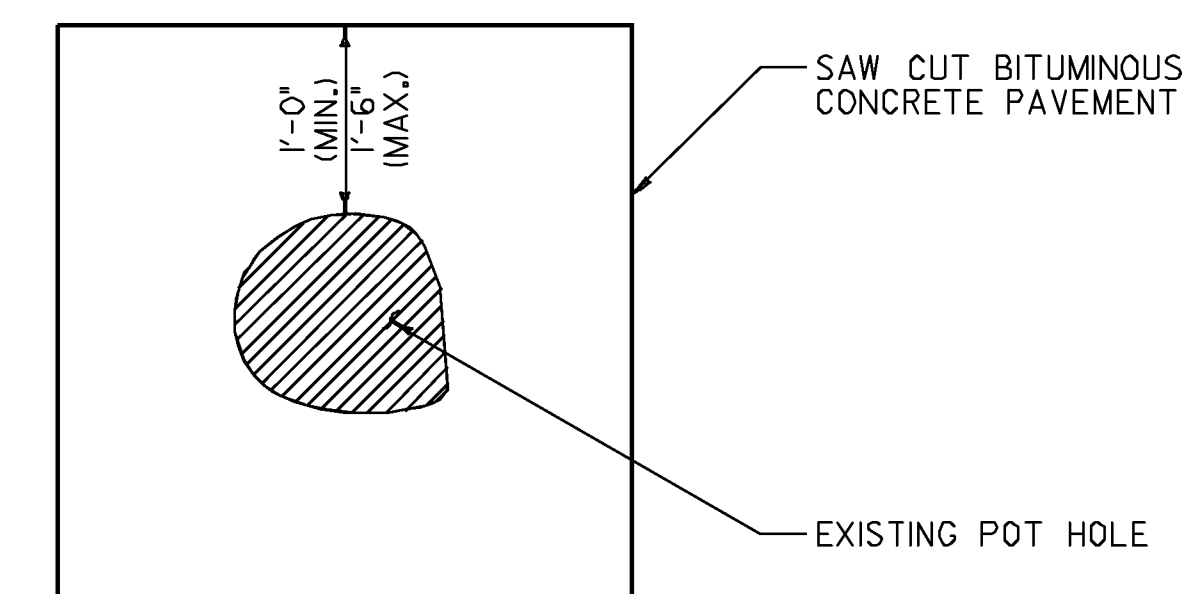
TYPICAL RAMP SECTION
ALTERNATE A



TYPICAL APPROACH AREA DETAIL MAINLINE & RAMPS - ALTERNATE A

NOTES:

1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK-SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF THE PAVER PLACED SURFACE TREATMENT. ALL CRACKS GREATER THAN 0.10" AND UP TO 1.0" IN WIDTH SHALL BE SEALED USING THE "BLOW AND GO" FILL METHOD. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE PAID FOR UNDER ITEM 417.20, BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD. 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 I). AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.
2. EXISTING SHOULDER PAVEMENT SURFACES BEYOND THE LIMITS OF THE PAVER PLACED SURFACE TREATMENT SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS.
3. FOLLOWING COMPLETION OF COLD PLANING, THE MILLED SURFACE FOR ALL BRIDGES SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, AS DIRECTED BY THE RESIDENT ENGINEER.
4. SOME SEGMENTS OF THE TRAVEL LANE WITHIN THE PROJECT LIMITS HAVE RUT/WEAR DEPTHS GREATER THAN 1". ESTIMATED QUANTITIES FOR ITEMS, 210.10 COLD PLANING, BITUMINOUS PAVEMENT 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) AND 404.65 EMULSIFIED ASPHALT, HAVE BEEN INCLUDED FOR REPAIRING AREAS IDENTIFIED BY THE RESIDENT ENGINEER. THESE AREAS SHALL BE COLD PLANED TO A DEPTH OF 1" AND REPAVED WITH A LEVELING COURSE OF BITUMINOUS CONCRETE PAVEMENT TYPE IVS. FOR MIX DESIGN PURPOSES AND DETERMINING ALLOWABLE MIX TYPE SUBSTITUTIONS, DESIGN ESALS OF 9,000,000 SHALL BE USED. EMULSIFIED ASPHALT FOR TACK COAT SHALL BE APPLIED TO THE COLD PLANED SURFACE AT A MINIMUM RATE OF 0.080 GAL/SY PRIOR TO PLACEMENT OF THE LEVELING COURSE.
5. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO APPLYING THE PAVER PLACED SURFACE TREATMENT. PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO ANY CRACK SEALING BEING PERFORMED. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT.
6. A 50' COLD PLANED WEDGE SHALL BE CONSTRUCTED AT THE PROJECT BEGIN, PROJECT END, RAMPS, AND AT ALL BRIDGE APPROACHES; 25' COLD PLANED WEDGE AT U-TURNS, OR AS DIRECTED BY THE RESIDENT ENGINEER. THE LONGITUDINAL EDGES OF THE SURFACE TREATMENT SHALL BE FEATHERED AS SHOWN ON THE TYPICAL SECTION, OR AS DIRECTED BY THE RESIDENT ENGINEER. ANY SAWCUTTING AT BUTT JOINTS SHALL BE PAID INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT.
7. IF IT IS DETERMINED IN AREAS ALONG THE BASE OF THE GUARDRAIL THAT WINTER SAND AND OTHER DEBRIS HAS ACCUMULATED SUFFICIENTLY TO AFFECT PROPER CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, THIS MATERIAL SHALL BE REMOVED PRIOR TO CRACK-SEALING, PATCHING, AND POTHOLE REPAIR AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY FOR ITEM 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.
8. THERE ARE WEIGH IN MOTION SENSORS IN THE PAVEMENT AT M.M. 57.200 NORTHBOUND AND SOUTHBOUND THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES. INSTALLATION OF NEW SENSORS WILL BE PERFORMED BY OTHERS FOLLOWING COMPLETION OF THE PROJECT.



TYPICAL POT HOLE REPAIR
 NOT TO SCALE

NOT TO SCALE

ALTERNATE A
TYPICAL
SECTION

PROJECT NAME: BERLIN - WATERBURY	
PROJECT NUMBER: IM SURF (20)	
FILE NAME: /pave/09a382/p09a382.dgn	PLOT DATE: 21-MAY-2010
PROJECT LEADER: MIKE FOWLER	DRAWN BY: HUNT
DESIGNED BY: WILDER	CHECKED BY: PAVT MGMT
IPARM FILE NAME: p09a382_06.1	SHEET 6 OF 63