



TYPICAL SECTION - ALTERNATE B
I-89 NORTHBOUND MM 63.515 TO MM 79.000
I-89 SOUTHBOUND MM 63.510 TO MM 79.000

NOTES:

- ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF THE WEARING COURSE. ALL CRACKS GREATER THAN 0.10 INCH AND UP TO 1 INCH IN WIDTH SHALL BE SEALED USING THE "BLOW AND GO" FLUSH 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 INCH AND ALL OTHER PATCHING AND POTHOLE REPAIR SHALL BE COMPLETED USING BITUMINOUS CONCRETE PAVEMENT IN ACCORDANCE WITH ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE 1). AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.
- FOLLOWING COMPLETION OF COLD PLANING, THE MILLED SURFACE FOR BRIDGES SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, AS DIRECTED BY THE ENGINEER.
- ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO ANY CRACK SEALING BEING PERFORMED AND PRIOR TO APPLYING THE POLYMER MODIFIED SURFACE TREATMENT. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT. REMOVAL OF EXISTING PAVEMENT MARKINGS TO BE PAID UNDER ITEM 646.85.
- A 50' COLD PLANED WEDGE SHALL BE CONSTRUCTED AT THE PROJECT BEGIN, PROJECT END, AND AT ALL BRIDGE APPROACHES OR AS DIRECTED BY THE ENGINEER. ANY SAWCUTTING AT BUTT JOINTS SHALL BE PAID 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.
- IF IT IS DETERMINED BY THE ENGINEER 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 ENGINEER. A QUANTITY FOR ITEM 203.40, SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.
- TWO (2) APPLICATIONS OF FINAL PAVEMENT MARKINGS WILL BE REQUIRED; SEE SPECIAL PROVISIONS FOR COMPLETION DATE REQUIREMENTS.
- PRIOR TO THE PLACEMENT OF THE POLYMER MODIFIED SURFACE TREATMENT, EMULSIFIED ASPHALT SHALL BE APPLIED TO ALL EXISTING PAVEMENT SURFACES AND ON ALL COLD PLANED SURFACES AT A RATE OF 0.080 GAL/SY (+/- 0.01GAL/SY) OR AS DIRECTED BY THE ENGINEER. EMULSIFIED ASPHALT SHALL BE RS-IH OR CRS-IH PER THE MANUFACTURER'S RECOMMENDATION AND PAID UNDER ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-IH OR CRS-IH).
- THE GYRATION SPECIFICATION FOR THE 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT SHALL BE 90. PERFORMANCE GRADED BINDER SHALL BE PG 58-28.
- SOME SEGMENTS OF THE TRAVEL LANE WITHIN THE PROJECT LIMITS HAVE RUT/WEAR DEPTHS GREATER THAN 0.5". ESTIMATED QUANTITIES FOR ITEMS, 210.10 COLD PLANING BITUMINOUS PAVEMENT, 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, AND 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-IH OR CRS-IH) HAVE BEEN INCLUDED FOR REPAIRING AREAS EXHIBITING THIS DISTRESS, AS DETAILED IN THE TYPICAL SECTION. SEGMENTS LISTED IN TABLE 1 AND TABLE 2 HAVE BEEN USED FOR THE PURPOSES OF ESTIMATING QUANTITIES AND WERE DEVELOPED BASED ON DATA FROM 2/15/12 AND 3/8/12 AUTOMATED TRANSVERSE PROFILE SURVEYS. THE ACTUAL FINAL SEGMENTS FOR TREATMENT WILL BE DETERMINED BY THE ENGINEER IN THE FIELD PRIOR TO CONSTRUCTION. IT IS ANTICIPATED THESE MANUAL SURVEYS WILL BE CONDUCTED UNDER A LANE CLOSURE PROVIDED BY THE CONTRACTOR AND CONSIDERED INCIDENTAL TO ITEM 641.10 TRAFFIC CONTROL. THESE AREAS SHALL BE COLD PLANED TO A DEPTH OF 1.25" AND REPAVED WITH 1.25" OF SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS IN ONE PASS ON THE SAME DAY AS COLD PLANING. 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 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
- THERE ARE PAVEMENT SENSORS LOCATED AT MM 72.300 NORTHBOUND & SOUTHBOUND WHICH MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES. INSTALLATION OF NEW SENSORS WILL BE PERFORMED BY OTHERS FOLLOWING COMPLETION OF THE PROJECT. THE ENGINEER IS TO CONTACT MARK GERRISH AT 802.828.2834.

TABLE 1

COLD PLANE AND PAVE LOCATIONS--NB	
FROM MM	TO MM
64.2	65.0
65.3	66.2
66.4	67.1
67.2	67.5
67.6	67.9
68.0	68.5
68.6	68.8
68.9	73.2
73.5	73.7
73.9	77.1
77.4	78.0
78.6	78.7
78.8	79.0
TOTAL MILEAGE = 12.300	

TABLE 2

COLD PLANE AND PAVE LOCATIONS--SB	
FROM MM	TO MM
64.5	65.4
65.6	66.7
66.8	67.5
67.6	70.3
70.5	71.3
71.5	72.1
72.3	72.8
72.9	73.0
73.5	73.6
73.8	74.2
74.6	74.7
75.0	76.1
77.0	77.1
77.4	77.9
78.7	78.8
TOTAL MILEAGE = 9.800	

NOT TO SCALE

**ALTERNATE B
TYPICAL
SECTION**

PROJECT NAME: WATERBURY-RICHMOND
PROJECT NUMBER: IM SURF (33)

FILE NAME: ...I2A178...I2A178.dgn PLOT DATE: 10-APR-2014 14:16
PROJECT LEADER: FOWLER DRAWN BY: PVT. MGT.
DESIGNED BY: PVT. MGT. CHECKED BY: PVT. MGT.
IPARM FILE NAME: I2A178_03.i SHEET 3 OF 19