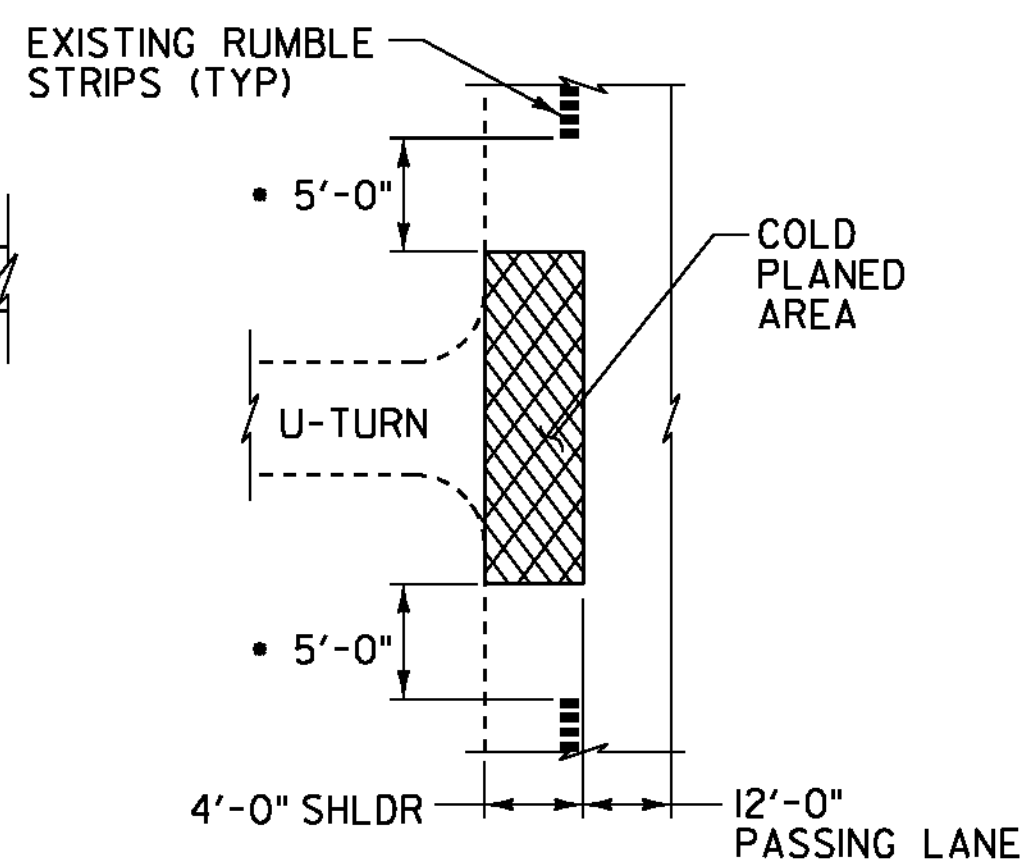
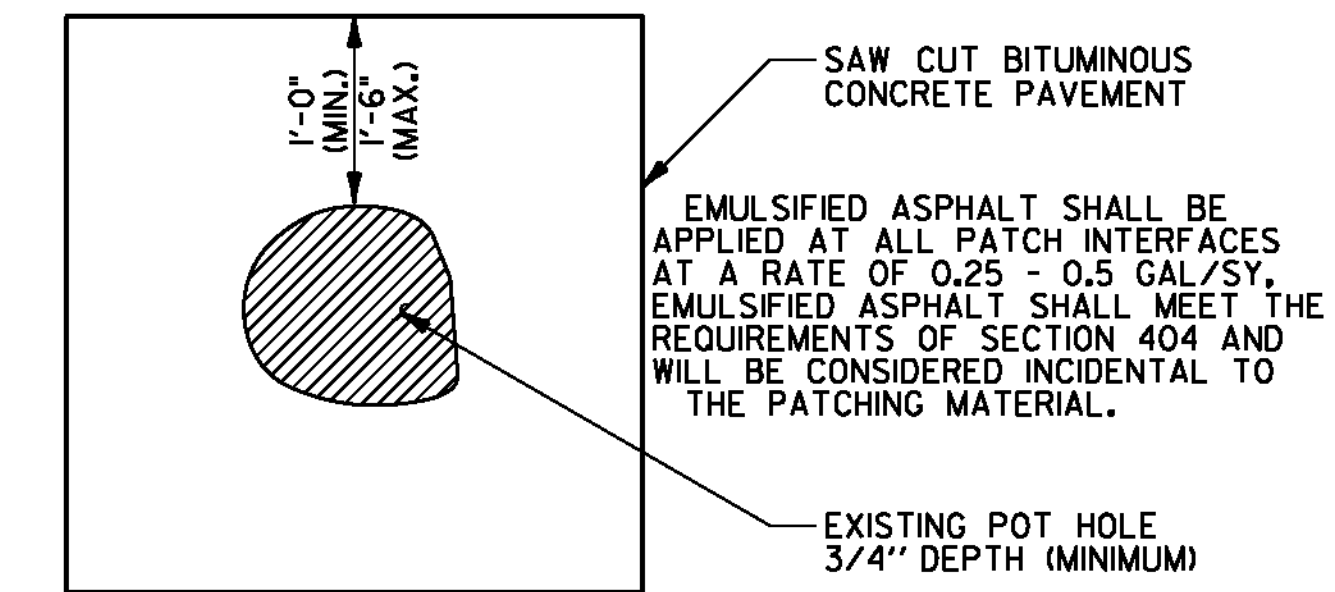
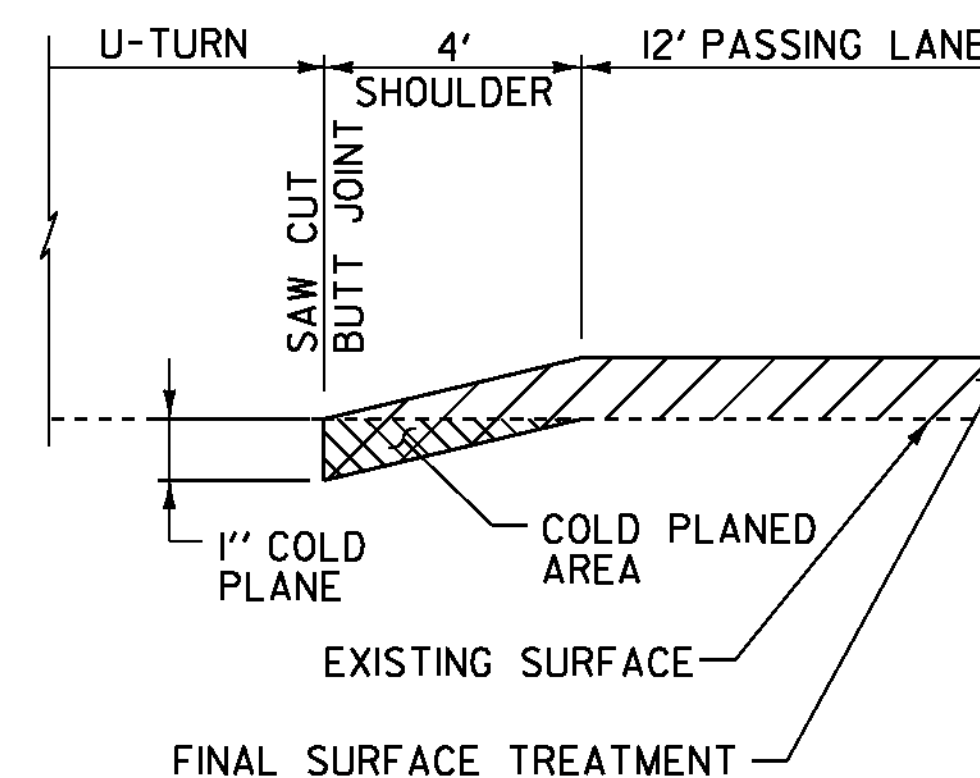


**TYPICAL APPROACH AREA DETAIL MAINLINE & RAMPS**  
NOT TO SCALE

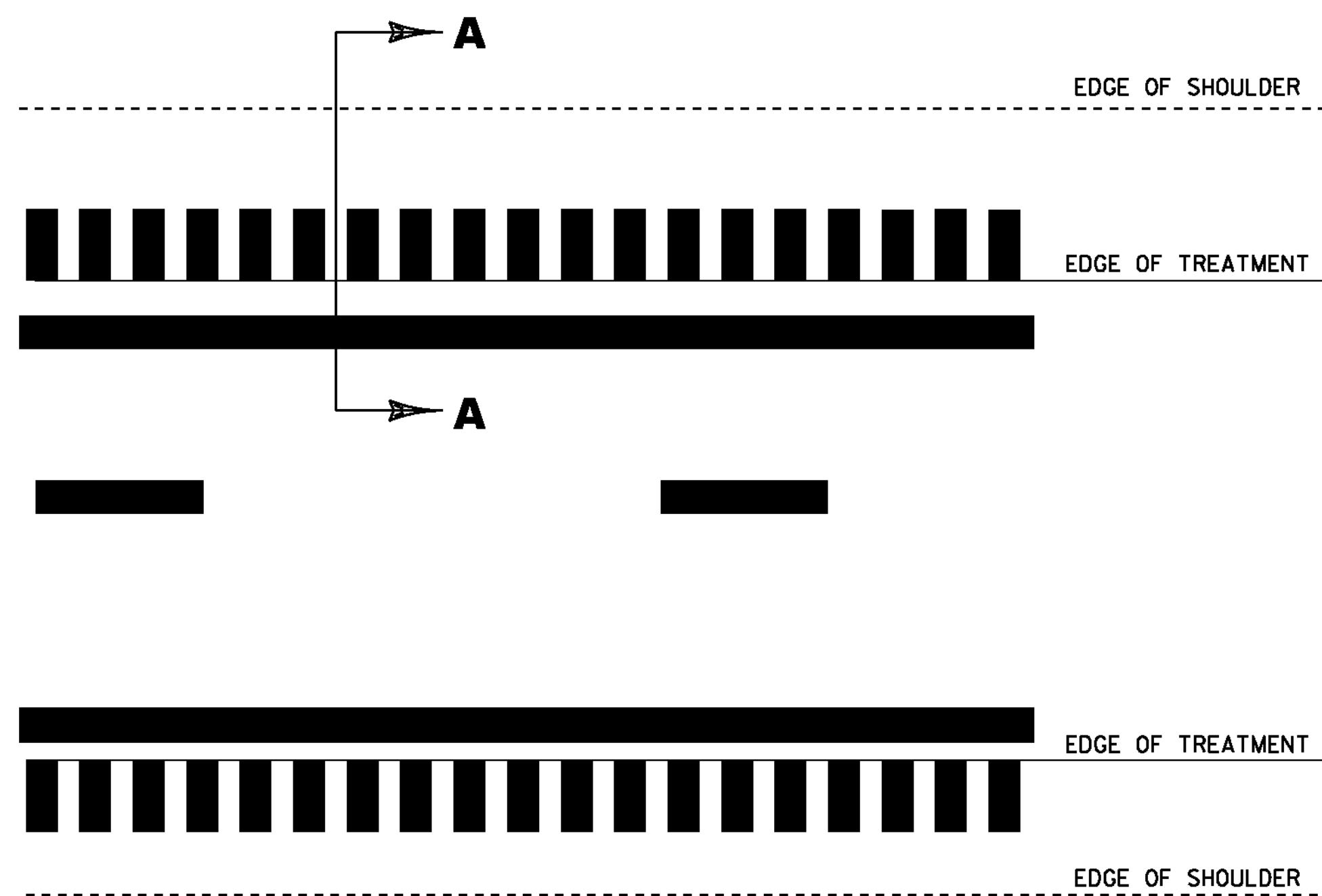


- BEGIN COLD PLANING 5'-0" AFTER RUMBLE STRIPS END, AND END COLD PLANING 5'-0" BEFORE RUMBLE STRIPS BEGIN

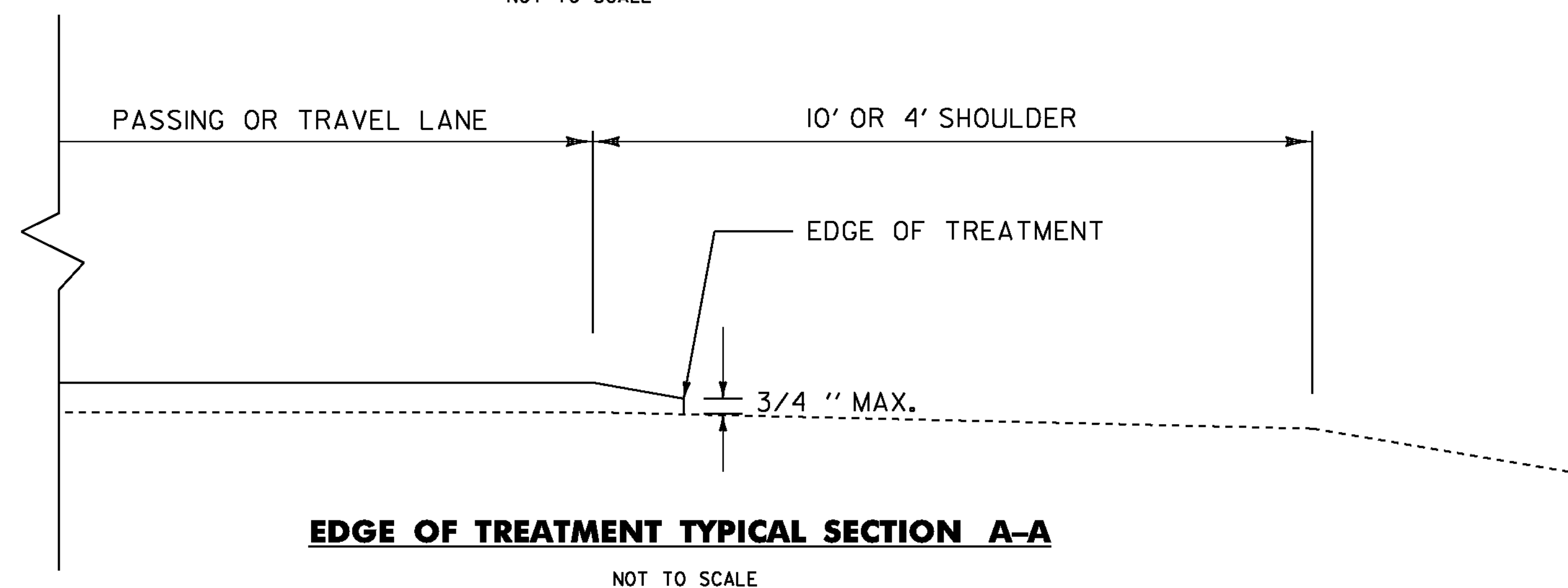
**COLD PLANE DETAIL AT U-TURNS**  
NOT TO SCALE



**TYPICAL POT HOLE REPAIR**  
NOT TO SCALE



**EDGE OF TREATMENT TYPICAL PLAN**  
NOT TO SCALE



**EDGE OF TREATMENT TYPICAL SECTION A-A**  
NOT TO SCALE

**NOTES:**

1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK-SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF THE FINAL 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 POTHOLE 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 FINAL 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 ENGINEER.
4. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO ANY CRACK SEALING BEING PERFORMED AND PRIOR TO APPLYING THE FINAL SURFACE TREATMENT. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT.
5. A 50' COLD PLANED WEDGE SHALL BE CONSTRUCTED AT THE PROJECT BEGIN, PROJECT END, RAMPS, AND AT ALL BRIDGE APPROACHES OR AS DIRECTED BY THE ENGINEER. THE LONGITUDINAL EDGES OF THE SURFACE TREATMENT SHALL BE FEATHERED AS SHOWN ON THE TYPICAL SECTION, OR AS DIRECTED BY THE ENGINEER. ANY SAWCUTTING AT BUTT JOINTS SHALL BE PAID INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT.
6. 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. AN ESTIMATED QUANTITY FOR ITEM 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.
7. THE SCREED OF THE PAVER SHALL BREAK AT THE BREAK POINT OF THE SHOULDER SUCH THAT THE DESIGNED NOMINAL THICKNESS IS CARRIED ONTO THE SHOULDER AND BROKEN OR PINCHED BY ROLLING. EDGE HEIGHT SHALL BE MEASURED A MINIMUM OF FIVE RANDOMLY SPACED POINTS PER TENTH OF A MILE. IF IT IS FOUND THAT THE AVERAGE HEIGHT IS GREATER THAN 3/4" OVER THE TENTH OF A MILE MEASURES SHALL BE PERFORMED SUCH THAT THE 3/4" MAXIMUM HEIGHT IS ACHIEVED. THIS APPLIES TO BOTH THE 10' AND 4' SHOULDER SIDES OF THE HIGHWAY.

**NOTES & DETAILS  
COMMON TO  
BOTH  
ALTERNATES**

PROJECT NAME: FAIRLEE - NEWBURY  
PROJECT NUMBER: IM SURF (40)

FILE NAME: I3a236\pl3a236.dgn  
PROJECT LEADER: M. FOWLER  
DESIGNED BY: LOCKE  
IPARM FILE NAME: pl3a236\_04.1

PLOT DATE: 20-FEB-2014  
DRAWN BY: LOCKE  
CHECKED BY: FOWLER  
SHEET 4 OF 27