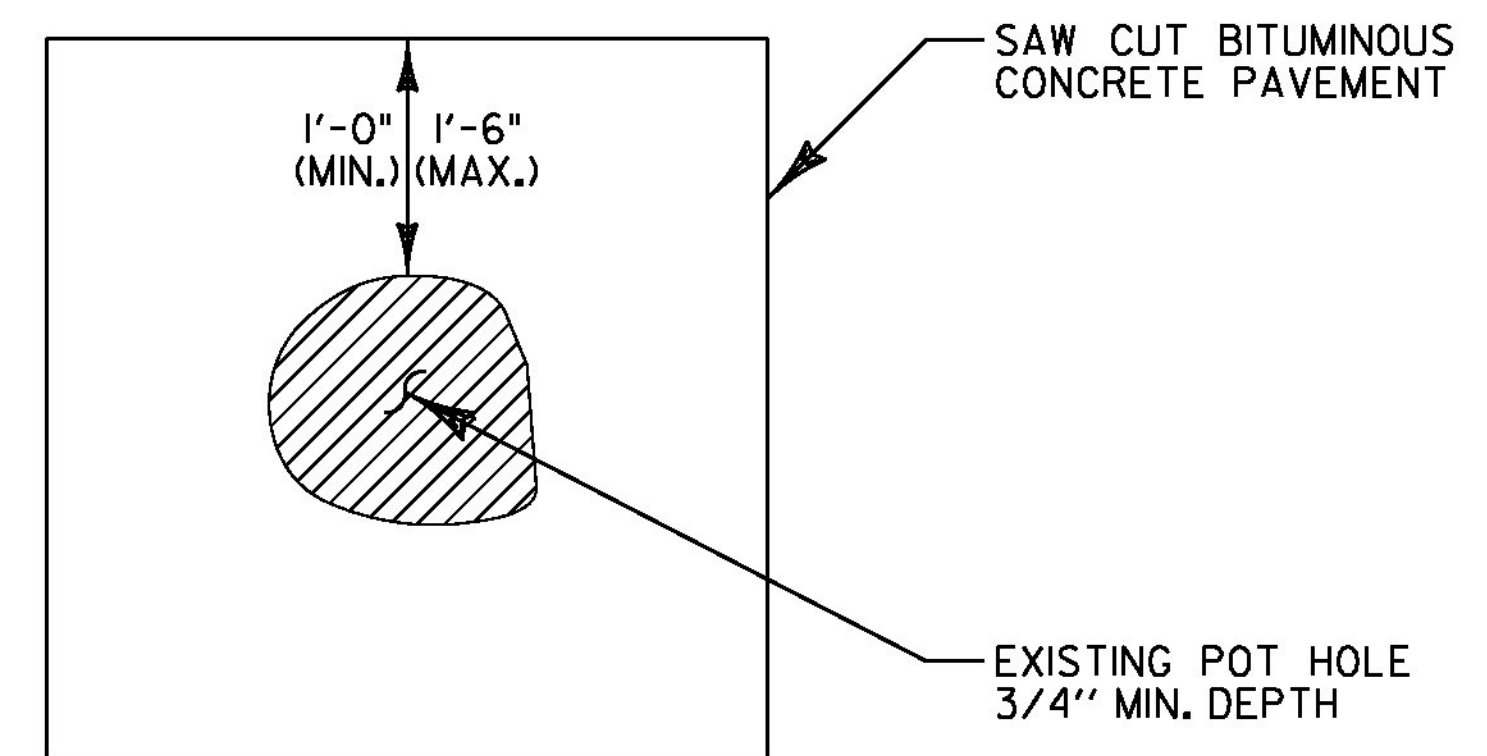


TYPICAL APPROACH AREA DETAIL MAINLINE



TYPICAL - POT HOLE REPAIR

NOTE:
EMULSIFIED ASPHALT 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 THE PATCHING MATERIAL.

NOTES:

1. EXISTING SHOULDER PAVEMENT SURFACES BEYOND THE LIMITS OF THE FINAL SURFACE TREATMENT SHALL RECEIVE ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POT HOLE REPAIR, AND CRACK-SEALING 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 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 FINAL SURFACE TREATMENT SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POT HOLE REPAIR TREATMENTS.
3. FOLLOWING COMPLETION OF COLD PLANING, THE MILLED SURFACE FOR ALL BRIDGES SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POT HOLE REPAIR TREATMENTS, AS DIRECTED BY THE ENGINEER.
4. 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, AND AT ALL BRIDGE APPROACHES OR AS DIRECTED BY THE ENGINEER. THE LONGITUDINAL EDGES WITH THE SURFACE 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 POT HOLE REPAIR TREATMENTS, THIS MATERIAL SHALL BE REMOVED PRIOR TO CRACK-SEALING, PATCHING, AND POT HOLE 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.

PROJECT NAME:	BERLIN-BARRE CITY
PROJECT NUMBER:	NH SURF(44)
FILE NAME:	I3B634/pvtmgt/pi3B634_wrk.dgn
PROJECT LEADER:	J. HARRINGTON
DESIGNED BY:	PVT. MGT.
PROJECT NOTES	
PLOT DATE:	06-JUN-2014
DRAWN BY:	PVT. MGT.
CHECKED BY:	PVT. MGT.
SHEET	10 OF 64

NOT TO SCALE