



OVERLAY TYPICAL SECTION

NOT TO SCALE

- CHESTER - STA 371+70 TO 399+05
- STA 408+60 TO 443+20
- STA 447+73 TO 494+41
- STA 497+69 TO 513+16
- CAVENDISH - STA 112+10 TO 131+30
- STA 133+05 TO 141+97
- STA 143+57 TO 197+23
- LUDLOW - STA 0+00 TO 68+60 (NO LEVELING)

PROJECT PAVING LIMITS

| TOWN | BEGIN STATION | END STATION | LANE TYPICAL | TYPE III'S | TYPE IIS | LEVELING TONS | NOTES |
|--------------|---------------|---------------------|---------------------|------------|----------|---------------------------------------|---------------------------------------|
| VT ROUTE 103 | 225+45 | 371+70 | 3.0-11.0-11.0-3.0 | 3/2 | 2 1/2" | 0.0 | COLD PLANE 5", RECLAIM 8", OVERLAY 6" |
| CHESTER | 371+70 | 373+00 | VARIES SEE LAYOUT | 1 3/4 | | 14.0 | LEVEL AND OVERLAY |
| | 373+00 | 398+00 | 10.0-12.0-12.0-10.0 | 1 3/4 | | 340.0 | LEVEL AND OVERLAY |
| | 398+00 | 399+05 | VARIES SEE LAYOUT | 1 3/4 | | 15.0 | LEVEL AND OVERLAY |
| | 399+05 | 408+60 | VARIES SEE LAYOUT | 1 3/4 | | 197.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 408+60 | 410+20 | 9.0-12.0-12.0-9.0 | 1 3/4 | | 21.0 | LEVEL AND OVERLAY |
| | 410+20 | 442+20 | 9.0-12.0-12.0-9.0 | 1 3/4 | | 415.0 | LEVEL AND OVERLAY |
| | 442+20 | 443+20 | VARIES SEE LAYOUT | 1 3/4 | | 11.0 | LEVEL AND OVERLAY |
| | 443+20 | 447+73 | 3.0-12.0-12.0-3.0 | 1 3/4 | | 0.0 | COLD PLANE 1" AND OVERLAY, BRIDGE 14 |
| | 447+73 | 448+73 | VARIES SEE LAYOUT | 1 3/4 | | 11.0 | LEVEL AND OVERLAY |
| | 448+73 | 494+41 | 9.0-12.0-12.0-9.0 | 1 3/4 | | 592.0 | LEVEL AND OVERLAY |
| | 494+41 | 495+41 | VARIES SEE LAYOUT | 1 3/4 | | 11.0 | LEVEL AND OVERLAY |
| | 495+41 | 497+69 | 3.0-12.0-12.0-3.0 | 1 3/4 | | 0.0 | COLD PLANE 1" AND OVERLAY, BRIDGE 16 |
| | 497+69 | 498+69 | VARIES SEE LAYOUT | 1 3/4 | | 13.0 | LEVEL AND OVERLAY |
| 498+69 | 513+16 | 9.0-12.0-12.0-9.0 | 1 3/4 | | 188.0 | LEVEL AND OVERLAY | |
| CAVENDISH | 0+00 | 1+45 | 9.0-12.0-12.0-9.0 | 1 3/4 | | 19.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 1+45 | 2+00 | VARIES SEE LAYOUT | 1 3/4 | | 7.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 2+00 | 27+50 | 7.0-12.0-12.0-7.0 | 1 3/4 | | 299.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 27+50 | 30+90 | VARIES SEE LAYOUT | 1 3/4 | | 41.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 30+90 | 39+00 | 4.0-12.0-23.0-2.0 | 1 3/4 | | 103.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 39+00 | 39+80 | VARIES SEE LAYOUT | 1 3/4 | | 10.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 39+80 | 74+20 | 1.0-12.0-23.0-2.0 | 1 3/4 | | 403.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 74+20 | 81+00 | VARIES SEE LAYOUT | 1 3/4 | | 78.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 81+00 | 95+00 | 6.0-12.0-12.0-6.0 | 1 3/4 | | 155.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 95+00 | 96+00 | VARIES SEE LAYOUT | 1 3/4 | | 12.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 96+00 | 104+00 | 8.0-12.0-12.0-8.0 | 1 3/4 | | 99.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 104+00 | 105+00 | VARIES SEE LAYOUT | 1 3/4 | | 13.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 105+00 | 108+00 | 9.0-12.0-12.0-9.0 | 1 3/4 | | 39.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 108+00 | 109+00 | VARIES SEE LAYOUT | 1 3/4 | | 13.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 109+00 | 112+10 | 10.0-12.0-12.0-10.0 | 1 3/4 | | 42.0 | COLD PLANE 2 1/4", LEVEL AND OVERLAY |
| | 112+10 | 130+30 | 10.0-12.0-12.0-10.0 | 2 | | 247.0 | LEVEL AND OVERLAY |
| | 130+30 | 131+30 | VARIES SEE LAYOUT | 2 | | 11.0 | LEVEL AND OVERLAY |
| | 131+30 | 133+05 | 3.0-12.0-12.0-3.0 | 2 | | 0.0 | COLD PLANE 2" AND OVERLAY, BRIDGE 21 |
| 133+05 | 134+25 | VARIES SEE LAYOUT | 2 | | 14.0 | LEVEL AND OVERLAY | |
| 134+25 | 141+97 | 10.0-12.0-12.0-10.0 | 2 | | 91.0 | LEVEL AND OVERLAY | |
| 141+97 | 142+57 | 10.0-12.0-12.0-10.0 | 2 | | 0.0 | COLD PLANE 1" AND OVERLAY, BRIDGE 21A | |
| 143+57 | 154+40 | 10.0-12.0-12.0-10.0 | 2 | | 147.0 | LEVEL AND OVERLAY | |
| 154+40 | 155+30 | VARIES SEE LAYOUT | 2 | | 12.0 | LEVEL AND OVERLAY | |
| 155+30 | 197+23 | 8.0-12.0-12.0-8.0 | 2 | | 518.0 | LEVEL AND OVERLAY | |
| LUDLOW | 0+00 | 1+00 | 8.0-12.0-12.0-8.0 | 2 | | 0.0 | OVERLAY |
| | 1+00 | 3+75 | VARIES SEE LAYOUT | 2 | | 0.0 | OVERLAY |
| | 3+75 | 66+00 | 3.0-11.0-11.0-3.0 | 2 | | 0.0 | OVERLAY |
| | 66+00 | 68+60 | VARIES SEE LAYOUT | 2 | | 0.0 | OVERLAY |

GENERAL NOTES

1. THE WEARING COURSE SHALL BE TYPE III'S, THE BASE COURSE SHALL BE TYPE IIS AND THE LEVELING COURSE SHALL BE TYPE IV'S, ITEM 490.30 AS SHOWN ON THE TYPICALS, UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. ALL LIQUID ASPHALT USED IN SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 64-28.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.026 GAL/SY OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 1/4" ± (TOTAL THICKNESS EXCLUDING LEVELING COURSE).
4. EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 3" ± OR AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT, AS DIRECTED BY THE RESIDENT ENGINEER. THIS WORK WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEMS. THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEMS SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO ANY WORK BEING DONE. MATERIAL REMOVED SHALL BE REPLACED WITH SUBBASE OF CRUSHED GRAVEL, FINE GRADED. ALL WASTE, BORROW, STAGING AREAS AND HAUL ROADS NEED PRIOR REVIEW AND APPROVAL BY THE VTRANS ENVIRONMENTAL SECTION, PURSUANT TO THEIR STANDARD REVIEW AND APPROVAL PROCESS. AN ADDITIONAL QUANTITY OF RAP FOR SUBBASE HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTION. AN ESTIMATED THICKNESS OF 2" HAD BEEN INCLUDED FOR THE ENTIRE RECLAIMED SURFACE AREA.
5. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICALS OR AS DENOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGIN/END AND AT ALL SIDE ROAD APPROACHES AS SHOWN ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. ALL BUTT JOINTS SHALL BE SAW CUT, INCIDENTAL TO ITEM 490.30.
6. ALL DRIVES, TOWN HIGHWAYS AND MAILBOX TURNOUTS SHALL RECEIVE A PAVED APRON UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. PAVER SHALL FEATHER APRON OVER EXISTING SURFACE.
7. THREE FEET OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 6 FOOT POSTS. IF THIS CANNOT BE OBTAINED THEN 8 FOOT POSTS SHALL BE USED. ALL GUARDRAIL USED ON THIS PROJECT SHALL BE STEEL BEAM WITH STEEL POSTS AND WOOD BLOCKOUTS (OR ACCEPTED ALTERNATE).
8. YIELDING MARKER POSTS SHALL BE PLACED AS INDICATED OR AS DIRECTED BY THE RESIDENT ENGINEER. ALL YIELDING MARKER POSTS WILL BE USED TO MARK INLET AND OUTLETS OF CROSS PIPES ONLY.
9. ESTIMATED QUANTITIES OF ITEM 608.25, ALL PURPOSE EXCAVATOR RENTAL, TYPE I AND 608.37, TRUCK RENTAL HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL FLARES WITH EXCAVATED DITCHING MATERIAL. THE GUARDRAIL FLARES SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF AGGREGATE SHOULDERS, RAP, UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 TONS OF AGGREGATE SHOULDERS, RAP FOR EACH GUARDRAIL TERMINAL. AN ESTIMATED QUANTITY OF EARTH BORROW HAS BEEN INCLUDED TO PROVIDE FOR ADDITIONAL MATERIAL, IF NEEDED, FOR FLARE CONSTRUCTION.
10. GRASS GROWING ADJACENT TO PAVEMENT, OR THROUGH CRACKS IN THE PAVEMENT WHICH MAY HAMPER THE REPLACEMENT OF NEW BITUMINOUS CONCRETE, SHALL BE REMOVED BY THE CONTRACTOR OR AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 64-28)
11. ITEM 604.40 AND 604.412 ARE ESTIMATED QUANTITIES AND SHALL BE PERFORMED AT LOCATIONS INDICATED ON THE LAYOUT SHEETS AND AS DIRECTED BY THE RESIDENT ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN.
12. PIPE INLET AND OUTLET AREAS, AND DITCH CLEANING THROUGH THE PROJECT, SHALL BE PERFORMED AT LOCATIONS INDICATED ON THE DITCH CLEANING DETAIL SHEET AND AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).
13. PARTS OF THE PROJECT ARE LOCATED IN WATER SOURCE & WELLHEAD PROTECTION AREAS. EVERY PRECAUTION SHALL BE MADE WHILE FUELING VEHICLES AND EQUIPMENT SO AS TO AVOID SPILLAGE OF HAZARDOUS SUBSTANCES.

PROJECT TYPICAL SHEET 1

| | | | |
|-----------------|------------------------|------|------------|
| SURVEYED BY | CLD | DATE | 1/05 |
| DRAWN BY | MRS | DATE | 5/05 |
| SQUAD LEADER | CRB | | |
| DESIGN FILE NO. | /pave/01b038/pb038.dgn | | |
| IPARM FILE | pb038ty01.i | DATE | 10/20/04 |
| PROJECT NAME | CHESTER - LUDLOW | | |
| PROJECT NO. | NH 2326(1)S | | |
| SHEET | 3 | OF | 110 SHEETS |

| | |
|------------|-----|
| DATUM | |
| VERTICAL | N/A |
| HORIZONTAL | N/A |