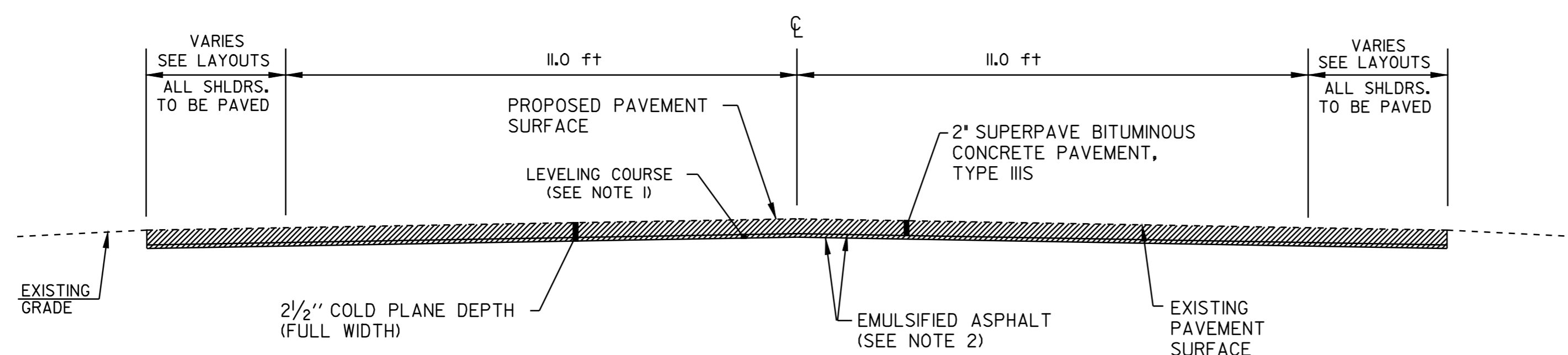


COLD MIXED RECYCLED BITUMINOUS PAVEMENT /RECLAIM TYPICAL SECTION

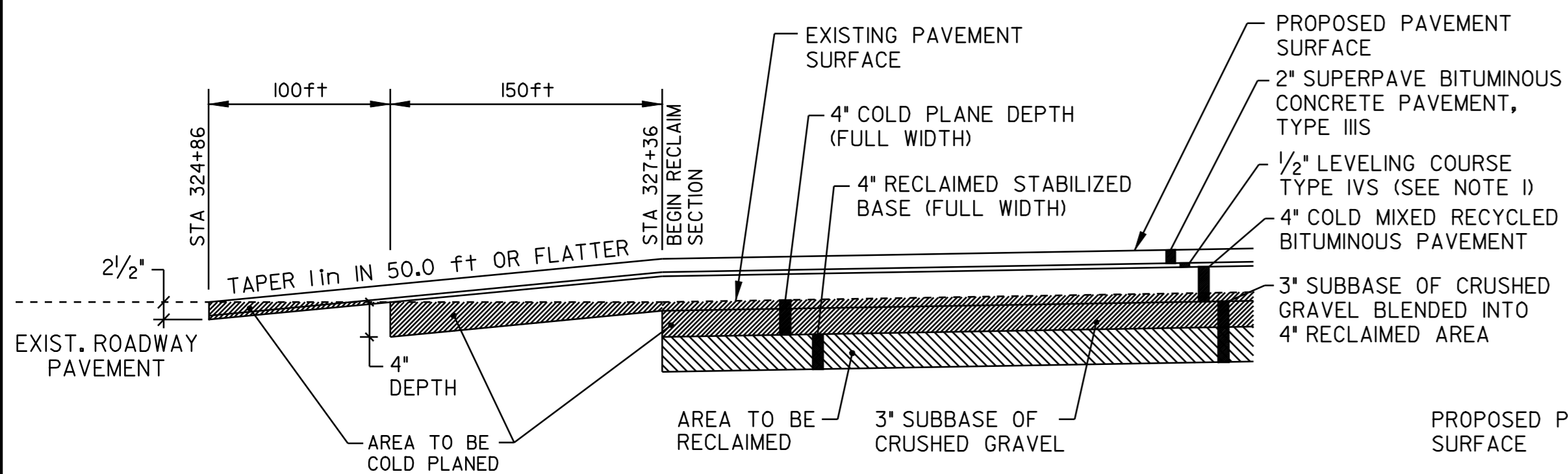
**MORGAN
STA 327+36 TO 580+80**



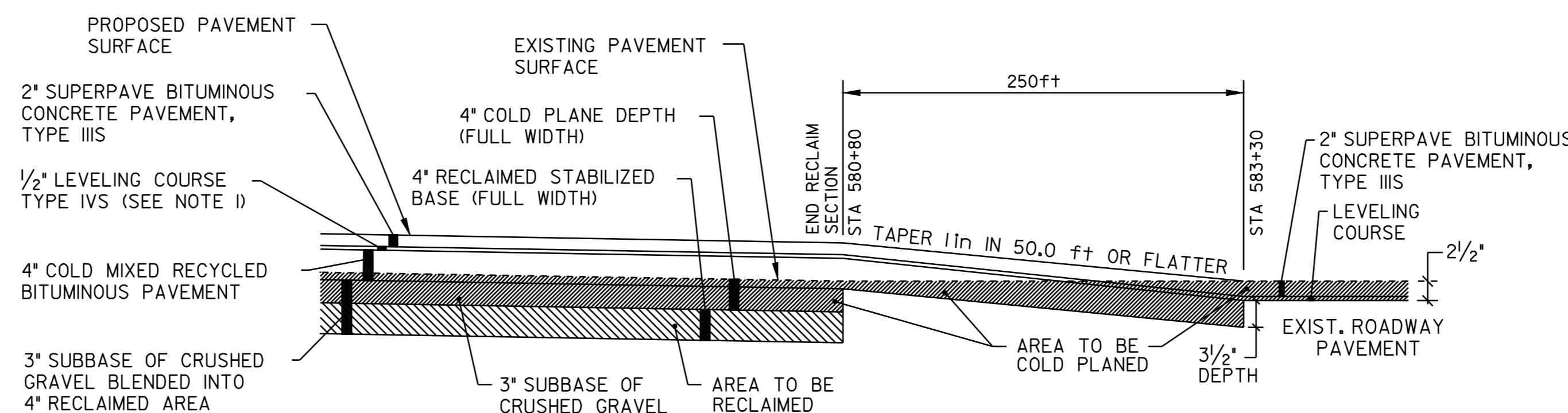
COLD PLANED TYPICAL SECTION

**MORGAN
STA 580+80 TO 585+39**

**BRIGHTON
STA 0+00 TO 7+05**



**- APPROACH AREA DETAIL -
MORGAN
STA 327+36 (BEGIN PROJECT)**



**-TRANSITION AREA DETAIL-
MORGAN
STA 580+80 TO 583+30
(END RECLAIM/BEGIN COLD PLANING)**

PROJECT PAVING LIMITS

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING Tons	NOTES
MORGAN - VT ROUTE III	327+36	580+80	VARIES -11.0FT-11.0FT- VARIES	2 in	535	COLD PLANE 4", RECLAIM 4", MIX 3" SUBBASE OF CRUSHED GRAVEL IN RECLAIM AREA, PAVE w/4" COLD MIX AND 2" TYPE III
	580+80	583+30	VARIES -11.0FT-11.0FT- VARIES	2 in	25	COLD PLANE (DEPTH VARIES - SEE TRANSITION AREA DETAIL), LEVEL AND PAVE w/4" COLD MIX AND 2" TYPE III
	583+30	585+39	VARIES -11.0FT-11.0FT- VARIES	2 in	30	COLD PLANE 2 1/2", LEVEL AND PAVE w/2" TYPE III
BRIGHTON - VT ROUTE III	0+00	7+05	VARIES-11.0FT-11.0FT-VARIES	2 in	80	COLD PLANE 2 1/2", LEVEL AND PAVE w/2" TYPE III

NOTES

- THE PAVEMENT WEARING COURSE SHALL BE TYPE III.
- THE LEVELING COURSE SHALL BE TYPE IVS UNLESS OTHERWISE SHOWN IN THE PLANS OR DIRECTED BY THE RESIDENT ENGINEER. LEVELING HAS BEEN INCLUDED TO RESHAPE THE ROADWAY PRIOR TO PAVING THE TOP COURSE ALONG THE COLD PLANED TYPICAL SECTION. AN ESTIMATED THICKNESS OF 1/2" OF ITEM 490.30 HAS BEEN INCLUDED TO COVER THIS PROVISION.
- AN ESTIMATED QUANTITY OF LEVELING (TYPE IVS) HAS BEEN INCLUDED FOR THE RECLAIM/COLD MIXED RECYCLED BITUMINOUS PAVEMENT SEGMENT OF THIS PROJECT TO ELIMINATE ANY IRREGULARITIES PRIOR TO PLACEMENT OF THE WEARING COURSE, AS DIRECTED BY THE RESIDENT ENGINEER. A 1/2" LIFT HAS BEEN INCLUDED FOR AN ESTIMATED .25% OF THE COLD MIXED RECYCLED BITUMINOUS PAVEMENT SURFACE AREA.
- ALL ASPHALT CEMENT USED IN THE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
- EMULSIFIED ASPHALT SHALL BE APPLIED ON EXISTING PAVEMENT SURFACES, (NOT INCLUDING RECLAIMING SURFACES) BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES AT THE RATE OF 0.025 GAL/SY OR AS DIRECTED BY THE RESIDENT ENGINEER.
- ALL LIQUID BINDER USED IN COLD MIXED RECYCLED BITUMINOUS PAVEMENT, AS DIRECTED BY THE RESIDENT ENGINEER, SHALL BE PAID FOR UNDER ITEM 404.65, EMULSIFIED ASPHALT (MOD.)
- EMULSIFIED ASPHALT (MOD.) HAS BEEN ESTIMATED AT THE RATE OF 1.0 gal/sy.
- EMULSIFIED ASPHALT (MOD.) APPLICATION RATE MAY BE ALTERED AS DIRECTED BY THE RESIDENT ENGINEER TO SUIT FIELD CONDITIONS.
- BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 in (TOTAL THICKNESS EXCLUDING LEVELING).
- PRIOR TO RECLAIMING, EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER WILL BE EXCAVATED TO A DEPTH OF 3 in +/- OR AS DIRECTED BY THE ENGINEER. EXCAVATED MATERIAL WILL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT, AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEMS SUCH AS ALL PURPOSE EXCAVATOR RENTAL, GRADER RENTAL, LOADER RENTAL, TRUCK RENTAL, AND POWER BROOM RENTAL. 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).
- THREE FEET OF BACKING IS REQUIRED BEHIND THE FACE OF GUARD RAIL WITH 6 ft POSTS. IF THIS CANNOT BE OBTAINED THEN 8ft POSTS SHALL BE USED.
- COLD PLANING TO BE COMPLETED ACCORDING TO THE TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGINNING/END AND AT ALL SIDE ROAD APPROACHES AS DENOTED ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
- ALL DRIVES AND TOWN HIGHWAYS SHALL RECEIVE A PAVED APRON AS DIRECTED BY THE RESIDENT ENGINEER. ANY REQUIRED EXCAVATION SHALL BE AS DIRECTED AND WILL BE PAID FOR UNDER THE APPLICABLE RENTAL ITEM(S). IF REQUIRED, A NEW SUBBASE SHALL BE CONSTRUCTED AND WILL BE PAID FOR UNDER ITEM 301.28, SUBBASE OF CRUSHED GRAVEL (FINE GRADED). A NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 490.30. ESTIMATED QUANTITIES OF THE ABOVE ITEMS HAVE BEEN INCLUDED TO PAY FOR THIS WORK.
- ESTIMATED QUANTITIES OF ITEM 608.25, EXCAVATOR RENTAL, TYPE I AND 608.37, TRUCK RENTAL HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARD RAIL END SECTIONS. THE GUARD RAIL END SECTIONS SHALL BE CAPPED WITH AN ESTIMATED 3 in DEPTH OF AGGREGATE SHOULDER MATERIAL UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 TONS OF AGGREGATE SHOULDERS AND 25 CUBIC YARDS OF EARTH BORROW FOR EACH GUARD RAIL TERMINAL.
- ITEM 616.47, BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS WILL BE PAID ONLY WHERE SPECIFIED IN THE PLANS. ALL OTHER BITUMINOUS CONCRETE PAVEMENT WORK, WHICH COULD INVOLVE SOME HAND WORK (SUCH AS DRIVE APPROACHES AND AROUND DRAINAGE/UTILITY STRUCTURES), SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
- ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH ITEM 402.12, AGGREGATE SHOULDERS AS DIRECTED BY THE RESIDENT ENGINEER.
- COMPACTION, GRADING, AND CLEAN UP OF ITEM 301.28, SUBBASE OF CRUSHED GRAVEL, ITEM 402.12, AGGREGATE SHOULDERS, AND ITEM 651.35, TOPSOIL, IS TO BE INCLUDED IN THE CONTRACT PRICE OF EACH ITEM.
- STABILIZING AGENT FOR THE RECLAIMED STABILIZED BASE WILL BE WATER. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO ITEM 310.20.
- ESTIMATED QUANTITIES OF CULVERT HAVE BEEN INCLUDED FOR THE PROVISION OF REPLACING AND/OR EXTENDING EXISTING CULVERTS, AS NECESSARY, OR AS DIRECTED BY THE RESIDENT ENGINEER.
- AN ESTIMATED THICKNESS OF 3" OF CRUSHED GRAVEL HAS BEEN INCLUDED FOR THE PROVISION OF IMPROVING GRADATION DEFICIENCIES AND/OR CORRECTING SUPERELEVATION, AS NECESSARY, OR AS DIRECTED BY THE RESIDENT ENGINEER.
- YIELDING MARKER POSTS ARE TO BE USED TO REPLACE NON-YIELDING MARKER POSTS AT PIPE INLETS AND OUTLETS ONLY.
- THE CONTRACTOR MAY PLACE TWO EQUAL LIFTS (2" EACH LIFT) OF COLD MIXED RECYCLED BITUMINOUS PAVEMENT AS AN ALTERNATIVE TO THE PROPOSED 4" LIFT DETAILED IN THE TYPICAL SECTION. IF THE CONTRACTOR ELECTS TO PLACE THIS MATERIAL IN TWO LIFTS, THERE SHALL NOT BE ANY EXTRA COMPENSATION TO DO SO.
- THE COLD MIXED RECYCLED BITUMINOUS PAVEMENT SHALL BE PRODUCED FROM THE COLD PLANE GRINDINGS GENERATED FROM THIS PROJECT. IF THERE IS NOT SUFFICIENT SUPPLY OF GRINDINGS TO PRODUCE THE INDICATED 4" LIFT OF COLD MIXED RECYCLED BITUMINOUS PAVEMENT, THE CONTRACTOR SHALL OBTAIN COLD PLANE GRINDINGS FROM ANOTHER SOURCE TO COMPLETE THE PROPOSED 4" LIFT. IF ADDITIONAL GRINDINGS ARE REQUIRED, THE COST OF PROVIDING THEM SHALL BE INCIDENTAL TO ITEM 415.20, COLD MIXED RECYCLED BITUMINOUS PAVEMENT.

IN THE EVENT THAT THERE IS A SURPLUS OF COLD PLANE GRINDINGS AFTER THE 4" LIFT OF COLD MIXED RECYCLED BITUMINOUS PAVEMENT HAS BEEN PLACED, THOSE GRINDINGS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

PER CO #1
SHIMMED 100% OF
COLD MIXED SURFACE

PROJECT TYPICAL SHEET #1

DESIGNED BY BCE/PJM DATE 8-05
 DRAWN BY C.E.A., INC. DATE 8-05
 DESIGN FILE NO. /pave/04c036/p04c036.dgn
 PRF FILE p04c036+yp1 DATE PLOTTED 11-JUN-2007 14
 PROJ. NAME **MORGAN - BRIGHTON**
 PROJ. NO. **STP 2404(1)S**
 SHEET **2** OF **26** SHEETS