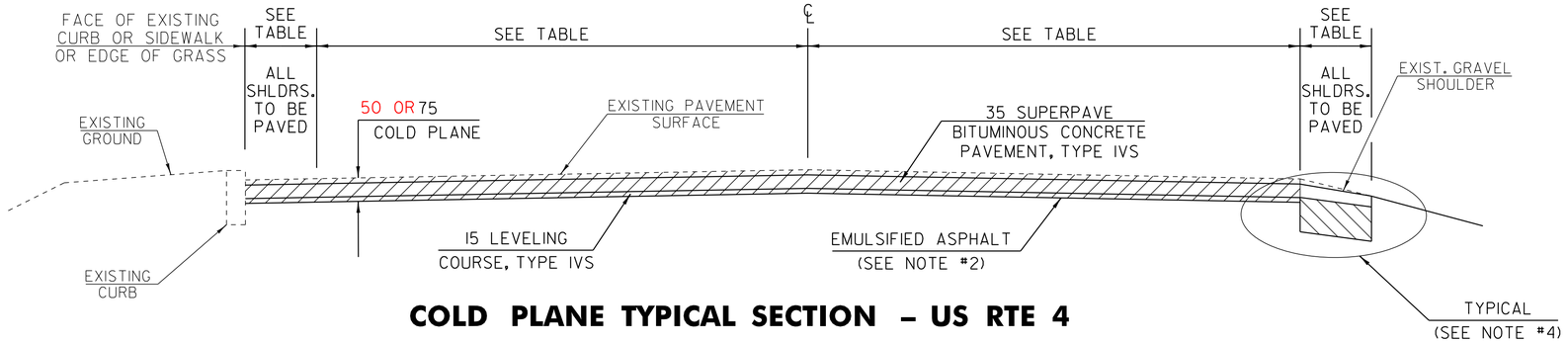
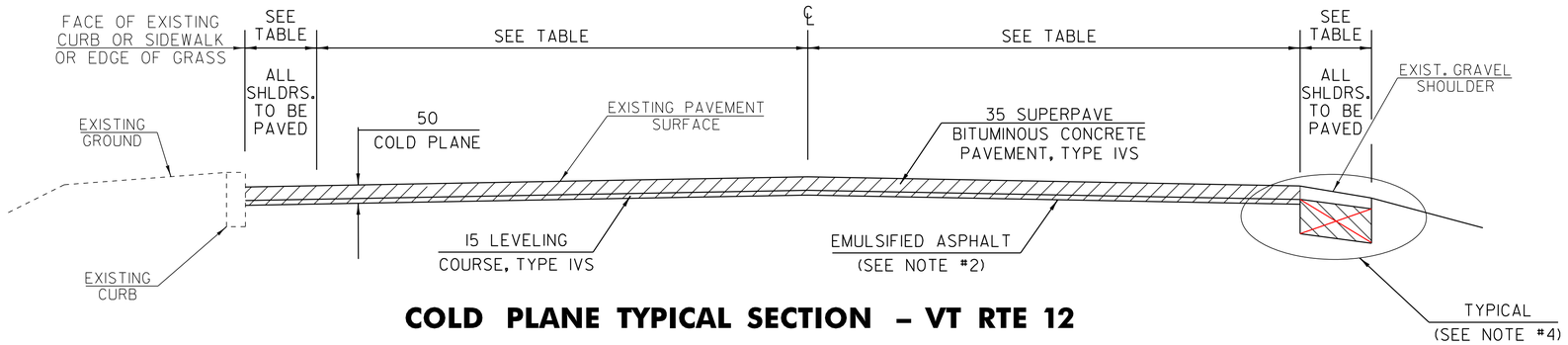


COLD PLANE TYPICAL SECTION – US RTE 4

NOT TO SCALE

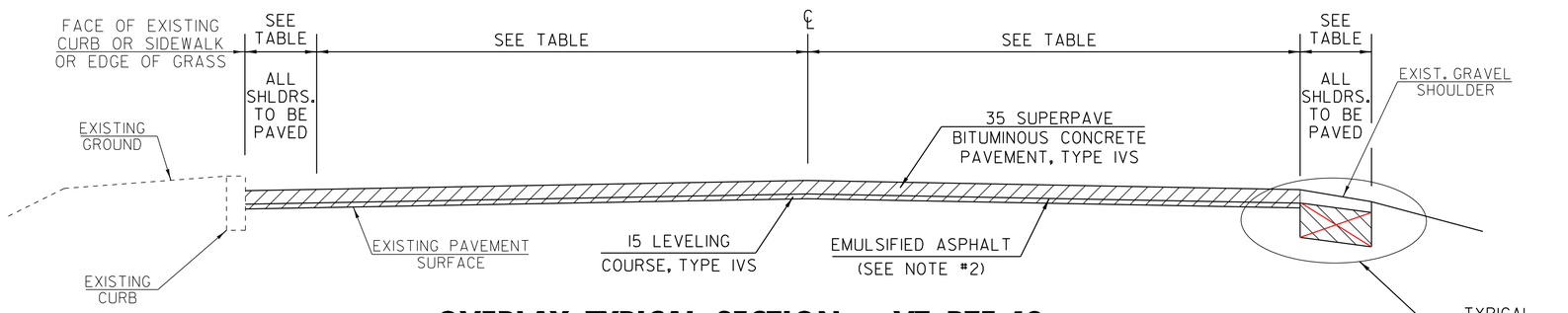
WOODSTOCK
STA 1+004 TO 3+477



COLD PLANE TYPICAL SECTION – VT RTE 12

NOT TO SCALE

WOODSTOCK
STA 12+008 TO 12+398



OVERLAY TYPICAL SECTION – VT RTE 12

NOT TO SCALE

WOODSTOCK
STA 12+440 TO 13+150

PROJECT PAVING LIMITS

TOWN	BEGIN STATION	END STATION	LANE TYPICAL (m)	WEARING DEPTH (mm)	BASE DEPTH (mm)	LEVELING DEPTH (mm)	TOTAL (t)	NOTES
WOODSTOCK								
US RTE 4	1+004	1+239	VARIES SEE LAYOUT	35		15	68	COLD PLANE 50/75, LEVEL AND OVERLAY
	1+407	1+980	VARIES SEE LAYOUT	35		15	229	COLD PLANE 50/75, LEVEL AND OVERLAY
	2+011	3+477	VARIES SEE LAYOUT	35		15	561	COLD PLANE 50/75, LEVEL AND OVERLAY, BRIDGE #51
VT RTE 12	12+008	12+398	VARIES SEE LAYOUT	35		15	190	COLD PLANE 50, LEVEL AND OVERLAY
	12+398	12+440	0.5-3.3-3.3-0.5	30		0	0	COLD PLANE 30, OVERLAY, BRIDGE 15
	12+440	12+465	VARIES SEE LAYOUT	35		15	7	LEVEL AND OVERLAY
	12+465	12+852	0.6-3.3-3.3-0.6	35		15	109	LEVEL AND OVERLAY
	12+852	12+901	0.5-3.3-3.3-0.5	35		15	13	LEVEL AND OVERLAY
	12+901	13+050	0.4-3.3-3.3-0.4	35		15	40	LEVEL AND OVERLAY
	13+050	13+150	VARIES SEE LAYOUT	35		15	27	LEVEL AND OVERLAY

VDOT Metric

GENERAL NOTES:

1. THE PAVEMENT WEARING COURSE SHALL BE TYPE IVS, THE LEVELING COURSE SHALL BE TYPE IVS AND 15mm IN DEPTH , ITEM 490.30, AS SHOWN ON THE TYPICALS, UNLESS 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, ON COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.12 L/m2 OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 5 mm +/- (TOTAL THICKNESS EXCLUDING LEVEL COURSE).
4. EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 75 mm +/- 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 301.28, SUBBASE OF CRUSHED GRAVEL, FINE GRADED.
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, SUPERPAVE BITUMINOUS CONCRETE (PG 64-28).
6. ALL DRIVES WILL BE PAVED TO THE SIDEWALK AND MAILBOX TURNOUTS SHALL RECEIVE A 1 METER PAVED APRON AT THE NECESSARY LOCATIONS UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. PAVER SHALL FEATHER APRON OVER THE EXISTING SURFACE.
7. ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.13, AGGREGATE SHOULDERS, RAP.
8. ALL BITUMINOUS CONCRETE PAVEMENT WORK, WHICH WILL INVOLVE SOME HAND-WORK (SUCH AS DRIVE AND SIDE ROAD APPROACHES AND AROUND DRAINAGE/UTILITY STRUCTURES), SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 64-28).
9. COMPACTION, GRADING, AND CLEAN UP OF ITEM 301.28, SUBBASE OF CRUSHED GRAVEL, FINE GRADED. ITEM 402.13, AGGREGATE SHOULDERS, RAP. AND ITEM 651.35, TOPSOIL, IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF EACH ITEM.
10. ALL COLD PLANE GRINDINGS, OTHER THAN THOSE SPECIFIED FOR REUSE ON THE PROJECT, SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
11. ITEM 604.40 AND 604.412 ARE ESTIMATED ITEMS AND SHALL BE PERFORMED AT LOCATIONS ON THE LAYOUT SHEETS AS DIRECTED BY THE RESIDENT ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS 25 mm LOWER THAN THE SURROUNDING TERRAIN. ALL ITEMS INCLUDED UNDER 604.40 AND 604.412 WILL HAVE A 25 mm RISER INSTALLED.
12. GRASS GROWING ADJACENT TO THE PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE PAVEMENT, SHALL BE REMOVED BY THE CONTRACTOR 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).
13. ALL DETECTABLE WARNING SURFACES WILL BE A POLYMER MATERIAL IN A COLOR OF RED, COLOR CHIP NO. 31136.
14. STEEL BEAM GUARDRAIL GALVANIZED WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.
15. SEE SPECIAL PROVISIONS FOR NIGHT COLD PLANING AND PAVING RESTRICTIONS.
16. WHERE NOTED ON THE PLANS, CONSTRUCTION OF CONCRETE PADS IS FOR RETRO-FITTING DETECTABLE WARNING SURFACE ON AN EXISTING PEDESTRIAN RAMP AND WILL BE PAID FOR UNDER ITEM 618.10, PORTLAND CEMENT CONCRETE SIDEWALK, 125mm.

NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

COMPOSITE PROJECT TYPICAL SHEET 1

PROJECT NAME: WOODSTOCK
PROJECT NUMBER: NH 2606(I)S / STP 2509(I)S

DESIGN FILE NAME:/pave/06b036/pb036.dgn
IPARM FILE NAME: pb036cty01.i
PROJECT LEADER: PTS
DESIGNED BY: NLL
PLOT DATE: 11-JUN-2012 16:15
DRAWN BY: MRS
CHECKED BY:NLL
SHEET 3 OF 73