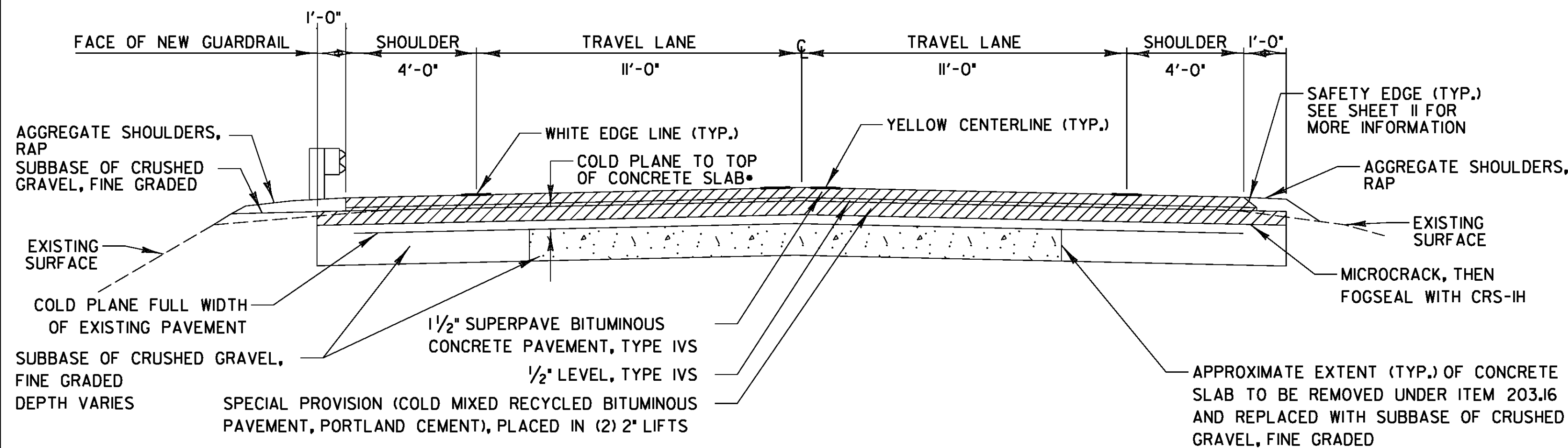


RECLAIMED STABILIZED BASE TYPICAL SECTION

SEE SHEET II FOR POSSIBLE ORDER OF OPERATIONS AND ADDITIONAL DETAILS

BOLTON
 STA. 100+25 - STA. 105+85
 STA. 140+45 - STA. 299+71
 WATERBURY
 STA. A 0+00 - STA. A 70+60
 STA. A 123+25 - STA. A 145+35
 STA. A 180+45 - STA. A 185+25



RECLAIMED STABILIZED BASE TYPICAL SECTION (CONCRETE SLAB REMOVAL)

SEE SHEET II FOR POSSIBLE ORDER OF OPERATIONS AND ADDITIONAL DETAILS

BOLTON
 STA. 105+85 - STA. 140+45
 WATERBURY
 STA. A 70+60 - STA. A 123+25
 STA. A 145+35 - STA. A 180+45

* BORINGS INDICATE BITUMINOUS CONCRETE VARIES 6-9 INCHES, WITH AN AVERAGE DEPTH OF 7.4 INCHES. COLD PLANING THROUGH THE CONCRETE REMOVAL SECTION SHALL BE PAID UNDER SPECIAL PROVISION (COLD PLANING BITUMINOUS PAVEMENT).

NOTES:

- WETLANDS HAVE BEEN LOCATED NEAR SECTIONS OF THE PROJECT AREA. IF WORK EXTENDS INTO THE WETLANDS, STATE AND FEDERAL PERMITS WILL BE REQUIRED (TO BE ACQUIRED BY CONTRACTOR). SEE LAYOUT SHEETS FOR INDIVIDUAL SENSITIVE LOCATIONS.
- COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICAL OR AS OTHERWISE NOTED ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE BEGINNING AND END OF THE PROJECT AND SIDE ROAD APPROACHES AS DENOTED ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. SAWCUTTING WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE PAID INCIDENTAL TO ITEM 210.10 "COLD PLANING, BITUMINOUS PAVEMENT".
- PRIOR TO RECLAIMING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER WILL BE EXCAVATED TO THE DEPTH OF RECLAIMING OR AS DIRECTED BY THE RESIDENT 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. THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEMS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY WORK BEING DONE. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED". AN ADDITIONAL QUANTITY OF 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED" HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTION AND TO BACKFILL THROUGH THE CONCRETE REMOVAL SECTION. AN ADDITIONAL QUANTITY OF 15% OF THE CONCRETE REMOVAL VOLUME HAS BEEN ESTIMATED TO ACCOMMODATE ANY UNSUITABLE MATERIAL ENCOUNTERED UNDER THE CONCRETE SLABS.
- THE FIRST RECLAIM PASS SHALL BE PERFORMED FROM TOP OF BANK TO TOP OF BANK WHERE FULL WIDTH IS NOT ACHIEVABLE. THE FIRST RECLAIM PASS SHALL BE PAID UNDER ITEM 310.20 "RECLAIMED STABILIZED BASE". THE SECOND RECLAIM PASS SHALL BE PERFORMED FULL WIDTH PER THE TYPICAL SECTION. THE SECOND RECLAIM PASS SHALL BE PAID UNDER ITEM 900.675 "SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)".
- THE PORTLAND CEMENT STABILIZED COLD MIX SHALL BE PRODUCED FROM THE COLD PLANE GRINDINGS GENERATED FROM THE PROJECT AND PAID FOR UNDER ITEM 900.675 "SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)". IF THERE IS NOT A SUFFICIENT AMOUNT OF COLD PLANE GRINDINGS AVAILABLE TO PRODUCE THE (2) 2" LIFTS OF PORTLAND CEMENT STABILIZED COLD MIX, THE CONTRACTOR SHALL OBTAIN THE NECESSARY MATERIAL FROM ANOTHER SOURCE. THE COST ASSOCIATED WITH PROVIDING ADDITIONAL COLD PLANE GRINDINGS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 "SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)".
- FOR THE PURPOSES OF QUANTITY CALCULATION IT HAS BEEN ASSUMED ITEM 900.675 "SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)" WILL REQUIRE 3% BY WEIGHT OF ITEM 415.25 "EMULSIFIED ASPHALT, COLD MIX". FOR THE SAME PURPOSE IT HAS ALSO BEEN ASSUMED 1% BY WEIGHT OF PORTLAND CEMENT WILL BE REQUIRED BY MIX DESIGN.
- SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 INCH (TOTAL PAVEMENT THICKNESS).
 SUBBASE OF CRUSHED GRAVEL, FINE GRADED TOLERANCE = +/- 1 INCH (TOTAL SUBBASE THICKNESS).
- EMULSIFIED ASPHALT TYPE CRS-IH OR RS-IH SHALL BE APPLIED AS A TACK COAT ON ALL EXISTING PAVEMENT SURFACES, AND BETWEEN ALL COURSES OF PAVEMENT (WHERE APPLICABLE), NOT INCLUDING RECLAIMED SURFACES, AT THE RATE OF 0.025 TO 0.040 GAL/SY OR AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE UNDER ITEM 900.683, "SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH)". IF ITEM 415.25 "EMULSIFIED ASPHALT, COLD MIX" IS SPECIFIED IN THE MIX DESIGN AS A CATIONIC EMULSION AND USED IN THE PRODUCTION OF ITEM 900.675 "SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)" THEN CRS-IH SHALL BE USED FOR TACK BETWEEN SUCCESSIVE LAYERS OF COLD MIX BASE COURSE AND PRIOR TO PLACEMENT OF THE TYPE IVS LEVELING COURSE. AN APPLICATION RATE OF 0.040 TO 0.060 GAL/SY SHALL BE USED AS DIRECTED BY THE ENGINEER.
- THE WEARING AND LEVELING COURSES SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, AND THE BASE COURSE SHALL BE SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT). ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE AS SPECIFIED IN SUBSECTION 490.03B.
- ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE ENGINEER AND WILL BE PAID UNDER ITEM 402.13 "AGGREGATE SHOULDERS, RAP".
- ALL PAVED AND GRAVEL DRIVES SHALL RECEIVE A PAVED APRON OF 4' AND ALL FIELD AND WOODS DRIVES SHALL RECEIVE A 2' PAVED APRON UNLESS OTHERWISE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER. ANY AND ALL REQUIRED EXCAVATION AND ASSOCIATED DRIVE GRADING IN DRIVE AREAS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE NEW BITUMINOUS SURFACE AND ASSOCIATED DRIVE GRADING SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 900.675 "SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)".
- ESTIMATED QUANTITIES FOR ITEM 613.10 "STONE FILL, TYPE I"; ITEM 651.40 "GRUBBING MATERIAL"; ITEM 649.31 "GEOTEXTILE UNDER STONE FILL"; ITEM 653.20 "TEMPORARY EROSION MATTING" AND ITEM 608.25 "ALL PURPOSE EXCAVATOR RENTAL, TYPE I" HAVE BEEN INCLUDED FOR AREAS WITH PROPOSED SIDE SLOPES STEEPER THAN 1:1.5 AND TO PROVIDE FOR REPAIR OF EXISTING STONE LINED DRAINAGE OUTLETS OR WASHOUTS LOCATED ALONG THE ROADWAY SIDE SLOPES AS DIRECTED BY THE ENGINEER.
- AN ESTIMATED QUANTITY FOR ITEM 653.20 "TEMPORARY EROSION MATTING" HAS BEEN INCLUDED FOR AREAS WITH PROPOSED SLOPES BETWEEN 1:2 AND 1:1.5 AS DIRECTED BY THE ENGINEER.
- PIPE INLET AND OUTLET AREAS OF DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE RENTAL ITEM(S).
- DAMAGE TO ANY D'S, CROSS CULVERTS OR OTHER DRAINAGE FEATURES SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.
- STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.
- AN ESTIMATED QUANTITY FOR ITEM 619.17 "YIELDING MARKER POSTS" HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS AND DROP INLETS LOCATED OUTSIDE THE PAVEMENT SURFACES OR AS DIRECTED BY THE RESIDENT ENGINEER. ESTIMATED QUANTITIES OF ITEMS 608.25, "ALL PURPOSE EXCAVATOR RENTAL, TYPE I", 608.37, "TRUCK RENTAL", AND 608.40, "LOADER RENTAL, TYPE I" HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL END SECTIONS WITH EXCAVATED DITCHING MATERIAL AND THE REMOVAL OF BUILT UP EXCESS SHOULDER MATERIAL IN NON-GUARDRAIL LOCATIONS. AN ESTIMATED QUANTITY OF ITEM 203.30, "EARTH BORROW" HAS BEEN INCLUDED FOR USE WITH THE GUARDRAIL END SECTIONS. 25 CY OF ITEM 203.30, "EARTH BORROW" HAS BEEN ESTIMATED FOR EACH NEW END SECTION. GUARDRAIL END SECTIONS SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF ITEM 651.35, "TOPSOIL" UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 CY OF ITEM 651.35, "TOPSOIL" FOR EACH NEW GUARDRAIL END SECTION, ITEM 653.20, "TEMPORARY EROSION MATTING" SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL END SECTIONS. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.20, "TEMPORARY EROSION MATTING" FOR EACH NEW GUARDRAIL END SECTION. PRIOR TO THE PLACEMENT OF TEMPORARY EROSION MATTING, THE AREA SHALL BE TOPSOILED AND SEEDED USING ITEM 651.35, "TOPSOIL" AND ITEM 651.15 "SEED".

NOTES CONTINUED ON NEXT SHEET

DETAILS ARE NOT TO SCALE

PROJECT TYPICAL SHEET 1	PROJECT NAME: BOLTON-WATERBURY	
	PROJECT NUMBER: STP 2709(1)	
	FILE NAME: x07C172.dgn	PLOT DATE: 04/17/2013
	PROJECT LEADER: CDL	DRAWN BY: JBG/BMB
	DESIGNED BY: BMB	CHECKED BY: CDL
	PLOT FILE: x07C172.8.1	SHEET 8 OF 217