



**TYPICAL SECTION**  
**VT 114 MM 1.500 - MM 7.810**  
 NOT TO SCALE  
 STA. 79+20.00 - STA. 412+36.80

**NOTES:**

1. IT IS EXPECTED THAT SOME SPOT LEVELING WITH THE PROJECT BITUMINOUS CONCRETE PAVEMENT WILL BE NECESSARY AS DIRECTED BY THE RESIDENT ENGINEER PRIOR TO THE PLACEMENT OF THE WEARING COURSE. AN ESTIMATED QUANTITY HAS BEEN INCLUDED FOR THIS PURPOSE.
2. IF IT IS DETERMINED IN AREAS ALONG THE BASE OF GUARDRAIL WHERE WINTER SAND AND OTHER DEBRIS HAS ACCUMULATED SUFFICIENTLY TO AFFECT PROPER PLACEMENT OF LEVELING OR WEARING COURSES, THIS MATERIAL SHALL BE REMOVED PRIOR TO PAVING AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.
3. A 50' COLD PLANED WEDGE SHALL BE CONSTRUCTED AT THE PROJECT BEGIN AND BRIDGE 48 AND 52 APPROACHES. A BUTT JOINT SHALL SERVE AS THE PROJECT TERMINATION ON THE EAST END OF BRIDGE 52 AT MM 7.810. THE LONGITUDINAL EDGES OF THE SURFACE TREATMENTS SHALL BE FEATHERED AS DIRECTED BY THE RESIDENT ENGINEER. THE COLD PLANE LIMIT FOR TOWN HIGHWAYS WILL BE UP TO OR SLIGHTLY OFFSET FROM THE EXISTING STOP BARS OR AS DIRECTED BY THE ENGINEER. THE COLD PLANE LIMIT FOR DRIVES SHALL BE 2 FEET FROM THE EXISTING EDGE OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.
4. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF ANY SPOT LEVELING OR PLACEMENT OF THE WEARING COURSE. ALL CRACKS GREATER THAN 0.10 INCH AND UP TO 1.0 INCH IN WIDTH SHALL BE SEALED USING THE "BLOW AND GO" METHOD. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE PAID FOR UNDER ITEM 900.635 SPECIAL PROVISION (BITUMINOUS CRACK SEALING, BLOW AND GO METHOD). ALL CRACKS GREATER THAN 1.0 INCH, POT HOLES, AND ALL OTHER AREAS REQUIRING PATCHING SHALL BE REPAIRED WITH BITUMINOUS CONCRETE PAVEMENT TYPE IV OR TYPE V, OR SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS OR TYPE VS, AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY OF ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I) HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK. ASPHALT BINDER SUBSTITUTIONS FOR THIS ITEM WILL BE ACCEPTED BASED ON AVAILABILITY WHERE THE UPPER END TEMPERATURE VALUE IS GREATER THAN 58° C AND/OR THE LOWER END IS LESS THAN -28° C.
5. PRIOR TO THE PLACEMENT OF THE PROJECT BITUMINOUS PAVEMENT, EMULSIFIED ASPHALT SHALL BE APPLIED TO ALL EXISTING PAVEMENT SURFACES AND ON ALL COLD PLANED SURFACES AT A RATE OF 0.080 GAL/SY (+/- 0.01 GAL/SY) OR AS DIRECTED BY THE RESIDENT ENGINEER. EMULSIFIED ASPHALT SHALL BE SS-1H OR CSS-1H AND SHALL MEET REQUIREMENTS OF SUBSECTION 702.04 AND SHALL BE DILUTED 1:1 WITH WATER BY THE EMULSION MANUFACTURER.
6. BRIDGES THAT ARE COLD PLANED SHALL RECEIVE THE SAME SURFACE PREPARATION TREATMENTS AS INDICATED IN NOTE 2 ABOVE IF NECESSARY OR AS DIRECTED BY THE RESIDENT ENGINEER.  
 BRIDGES WITHIN THE PROJECT ARE: BRIDGE NUMBER 48, MM 2.744 (COLD PLANE 1" AND OVERLAY WITH 2 NEW PLUG JOINTS)  
 BRIDGE NUMBER 49, MM 4.772 (OVERLAY)  
 BRIDGE NUMBER 50, MM 6.905 (OVERLAY)  
 BRIDGE NUMBER 51, MM 7.240 (OVERLAY)  
 BRIDGE NUMBER 52, MM 7.784 (COLD PLANE 1" AND OVERLAY WITH 2 NEW PLUG JOINTS)
7. THE GYRATION SPECIFICATION FOR THE BITUMINOUS CONCRETE PAVEMENT ALTERNATIVE A SHALL BE 75. THE MIX TYPE FOR THIS ALTERNATIVE SHALL BE TYPE VS.

<b>TYPICAL SECTION</b>	PROJECT NAME: CANAAN	PLOT DATE: 18-MAY-2009
	PROJECT NUMBER: STP SURF(7)	DRAWN BY: LOCKE
	FILE NAME: p07c292.dgn	CHECKED BY: PAVT MGMT
	PROJECT LEADER: DOMEY	SHEET 2 OF 7
	DESIGNED BY: LOCKE	
	p07c292+yp.i	