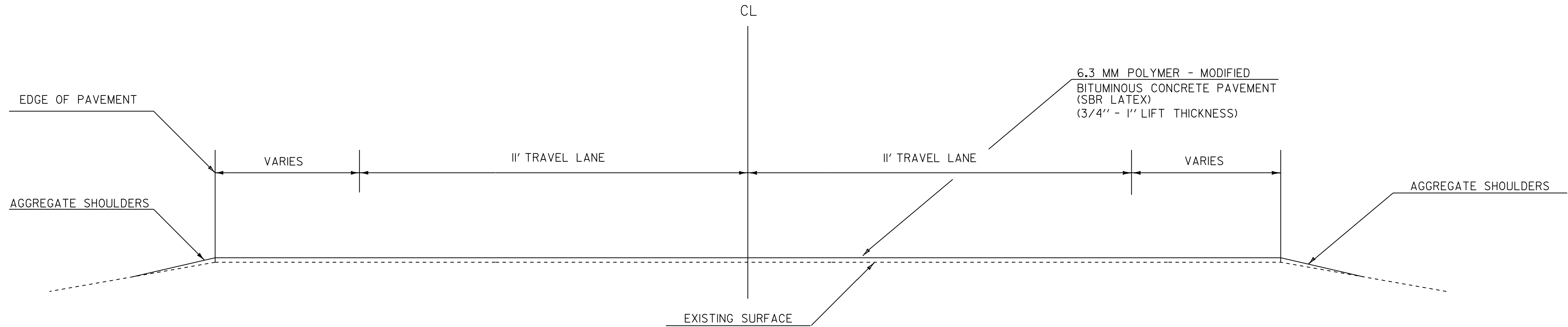


ALTERNATIVE B



TYPICAL SECTION
VT 114 MM 5.498 - MM 1.505
 NOT TO SCALE
 STA. 290+29.440 - STA. 79+46.400

NOTES:

1. IT IS EXPECTED THAT SOME SPOT LEVELING WILL BE NECESSARY AS DIRECTED BY THE RESIDENT ENGINEER PRIOR TO THE PLACEMENT OF THE WEARING COURSE. AN ESTIMATED QUANTITY OF ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) AND ITEM 404.65 EMULSIFIED ASPHALT 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.

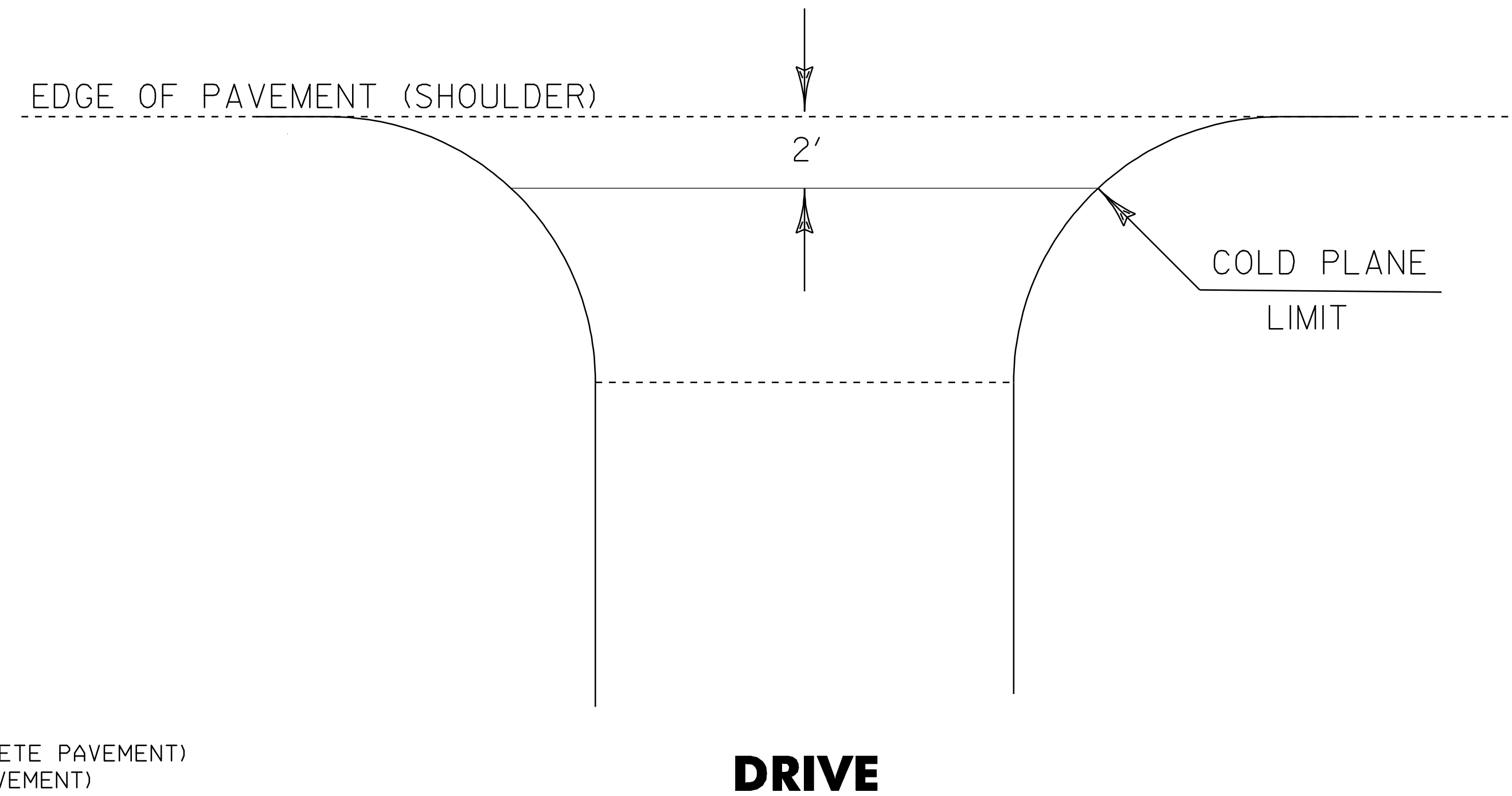
3. A 50' COLD PLANED WEDGE SHALL BE CONSTRUCTED AT THE PROJECT BEGIN AND END. THE LONGITUDINAL EDGES OF THE SURFACE TREATMENT SHALL BE TAPERED AS DIRECTED BY THE RESIDENT ENGINEER. THE COLD PLANE LIMIT FOR TOWN HIGHWAYS WILL BE UP TO OR SLIGHTLY OFFSET FROM THE EXISTING STOP BARS OR AS DIRECTED BY THE 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 417.20 BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD. STRIKE OFF OF EXISTING MATERIAL MAY BE ACCOMPLISHED WITH A SQUEEGEE. 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.

5. PRIOR TO THE PLACEMENT OF THE WEARING COURSE, 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 RS-1H OR CRS-1H PER THE MANUFACTURER'S RECOMMENDATION.

6. BRIDGES WITHIN THE PROJECT ARE:
- BRIDGE NUMBER 43, MM 5.649 (NORTON) 48" RCP (OVERLAY WITH 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT)
 - BRIDGE NUMBER 44, MM 8.825 (NORTON) 10' X 10' CONCRETE BOX (OVERLAY WITH 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT)
 - BRIDGE NUMBER 44A, MM 0.030 (CANAAN) 48" C.G.M.P.A.C. (OVERLAY WITH 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT)
 - BRIDGE NUMBER 45, MM 0.504 (CANAAN) C.G.M. PLATE ARCH (OVERLAY WITH 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT)
 - BRIDGE NUMBER 46, MM 1.211 (CANAAN) 72" C.G.M.P.A.C. (OVERLAY WITH 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT)
 - BRIDGE NUMBER 47, MM 1.369 (CANAAN) C.G.M. PLATE ARCH (OVERLAY WITH 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT)

7. THE GYRATION SPECIFICATION FOR THE 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT SHALL BE 75.



TYPICAL SECTION
ALTERNATIVE B

PROJECT NAME: NORTON - CANAAN
 PROJECT NUMBER: STP SURF(13)

FILE NAME: p08cl56.dgn
 PROJECT LEADER: DOMEY
 DESIGNED BY: LOCKE
 p08cl56+yp2.1

PLOT DATE: 07-APR-2010
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 3 OF 11