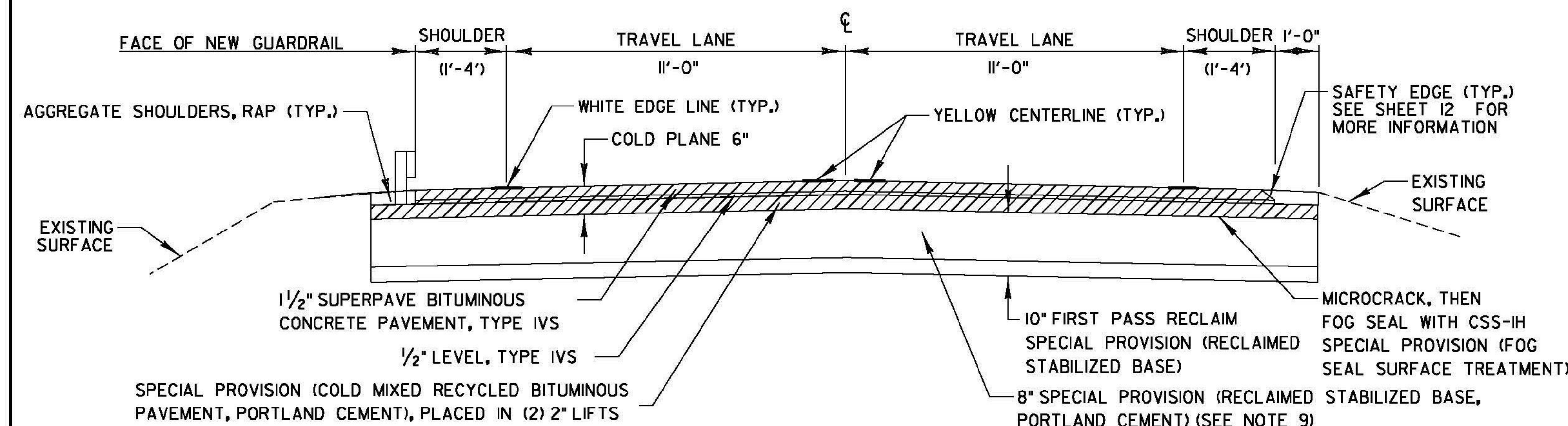


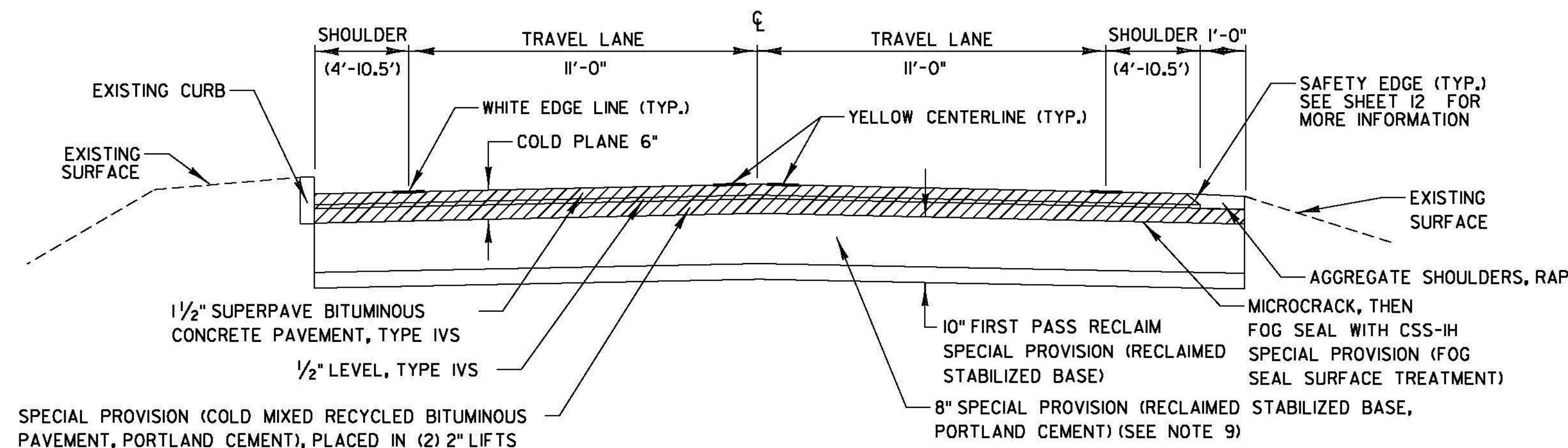
RECLAIMED STABILIZED BASE TYPICAL SECTION

BETHEL	BETHEL	RANDOLPH
STA. 124+30 TO STA. 139+00	STA. 271+00 TO STA. 282+00	STA. A 0+00 TO STA. A 1+00
STA. 145+25 TO STA. 149+50	STA. 289+50 TO STA. 316+00	STA. A 5+00 TO STA. A 7+00
STA. 151+25 TO STA. 167+00	STA. 319+00 TO STA. 337+25	STA. A 15+25 TO STA. A 30+00
STA. 170+50 TO STA. 202+75	STA. 340+50 TO STA. 351+00	STA. A 33+00 TO STA. A 35+00
STA. 208+50 TO STA. 226+25	STA. 359+50 TO STA. 362+25	STA. A 37+50 TO STA. A 54+35
STA. 227+75 TO STA. 268+50	STA. 363+75 TO STA. 370+41	



RECLAIMED STABILIZED BASE REDUCED SHOULDER TYPICAL SECTION

BETHEL	BETHEL	RANDOLPH
STA. 139+00 TO STA. 145+25 (SHOULDERS VARY, SEE PLANS)	STA. 351+00 TO STA. 359+50 (3-II-II-3)	STA. A 1+00 TO STA. A 5+00 (4-II-II-2)
STA. 149+50 TO STA. 151+25 (3-II-II-4)	STA. 362+25 TO STA. 363+75 (3-II-II-4)	STA. A 7+00 TO STA. A 15+25 (2-II-II-4)
STA. 167+00 TO STA. 170+50 (4-II-II-3)		STA. A 30+00 TO STA. A 33+00 (4-II-II-2)
STA. 202+75 TO STA. 208+50 (INCLUDES BRIDGE 34, SEE PLANS)		STA. A 35+00 TO STA. A 37+50 (2-II-II-4)
STA. 226+25 TO STA. 227+75 (INCLUDES BRIDGE 35, SEE PLANS)		
STA. 268+50 TO STA. 271+00 (2-II-II-4)		
STA. 282+00 TO STA. 289+50 (INCLUDES BRIDGE 38, SEE PLANS)		
STA. 316+00 TO STA. 319+00 (3-II-II-3)		
STA. 337+25 TO STA. 340+50 (2-II-II-4)		



RECLAIMED STABILIZED BASE TYPICAL SECTION

RANDOLPH
STA. A 54+35 TO STA. A 77+31

NOTES:

- APPROXIMATE WETLAND AND OTHER RESOURCE LOCATIONS HAVE BEEN IDENTIFIED. SEE PROJECT LAYOUT SHEETS FOR LOCATIONS. THE PROJECT SHALL BE CONSTRUCTED AS DESIGNED AND WITHIN THE LIMITS ESTABLISHED BY THE CROSS SECTIONS. IF IT IS DEEMED NECESSARY BY THE CONTRACTOR TO WORK BEYOND THOSE LIMITS IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ACQUIRE THE NECESSARY STATE AND FEDERAL PERMITS.
- ITEM 201.10 "CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS" HAS BEEN INCLUDED TO REMOVE ANY VEGETATION, PARTIAL AND FULL TREE REMOVAL, THINNING AND TRIMMING FOR SIGNS, AND ANY ASSOCIATED GRUBBING WITHIN THE ASSUMED 3 ROD R.O.W. OR GREATER IF NECESSARY WHEN R.O.W HAS BEEN CONFIRMED BEYOND THE ASSUMED 3 RODS. THE ENGINEER MAY EXCLUDE REMOVAL IN SOME AREAS WHERE DEEMED NECESSARY AND APPROPRIATE OR NECESSITATED BY PERMIT REQUIREMENTS PER THE CONSTRUCTION ENVIRONMENTAL ENGINEER'S RECOMMENDATIONS. THINNING AND TRIMMING SHALL BE PERFORMED IN ACCORDANCE WITH THE DETAIL ON SHEET 12 AND SECTION 201. ADDITIONALLY ITEM 201.16 "REMOVING LARGE TREES" HAS BEEN INCLUDED FOR REMOVAL OF INDIVIDUAL LARGE TREES TO BE REMOVED AS IDENTIFIED IN THE PLANS.
- ALL BORINGS WERE TAKEN IN THE CENTER OF THE TRAVEL LANE AND THEREFORE MAY NOT BE REPRESENTATIVE OF FOOTPRINT.
- ADDITIONAL QUANTITIES FOR ITEMS 203.15 "COMMON EXCAVATION", 900.680 "SPECIAL PROVISION (RSB SUPPLEMENTAL AGGREGATE MATERIAL)", 301.35 "SUBBASE OF DENSE GRADED CRUSHED STONE", AND 649.11 "GEOTEXTILE FOR ROADBED SEPARATOR" HAVE BEEN ESTIMATED TO ADDRESS POSSIBLE UNSUITABLE SUBBASE MATERIAL ENCOUNTERED WITHIN THE PROJECT. REFER TO DETAIL ON SHEET 11.
- A QUANTITY OF ITEM 204.21 "TRENCH EXCAVATION OF ROCK" HAS BEEN INCLUDED IN THE EVENT LEDGE IS ENCOUNTERED DURING THE INSTALLATION OF UNDERDRAIN OUTSIDE AREAS OF SOLID ROCK EXCAVATION AS DETAILED ON SHEET 11.
- COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICAL OR AS OTHERWISE NOTED ON THE PLANS. SEE BORING LOG SHEET 2 FOR CHARACTERISTICS OF EXISTING PAVEMENT TO DETERMINE POTENTIAL MAINTENANCE EFFORT TO REASONABLY SERVICE TRAFFIC PRIOR TO THE FIRST RECLAIM PASS. 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 ENGINEER WILL BE EXCAVATED TO THE DEPTH OF RECLAIMING 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. 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 900.680 "SPECIAL PROVISION (RSB SUPPLEMENTAL AGGREGATE MATERIAL)".
- AN ADDITIONAL QUANTITY OF ITEM 900.680 "SPECIAL PROVISION (RSB SUPPLEMENTAL AGGREGATE MATERIAL)" HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTION. FOR EXISTING SHOULDER RECONSTRUCTION DETAIL SEE SHEET 10.
- ITEM 900.683 "SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)" SHALL BE APPLIED ON THE SURFACE OF THE RECLAIMED STABILIZED BASE, PORTLAND CEMENT AT THE RATE OF 0.15 GAL/SY OR AS DIRECTED BY THE ENGINEER.
- 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 900.675 "SPECIAL PROVISION (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)".
- 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".
- 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 900.683 "SPECIAL PROVISION (EMULSIFIED ASPHALT, COLD MIX WITH CEMENT)". FOR THE SAME PURPOSE IT HAS ALSO BEEN ASSUMED 1% BY WEIGHT OF PORTLAND CEMENT WILL BE REQUIRED BY MIX DESIGN. ITEM 900.680 "SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE, COLD MIX)" HAS BEEN ESTIMATED USING A UNIT WEIGHT OF 2 TONS/CY. THE AVERAGE BULK SPECIFIC GRAVITY DETERMINED IN THE MIX DESIGN SHALL BE USED FOR ACTUAL PAYMENT QUANTITY.
- ITEM 900.683 "SPECIAL PROVISION (EMULSIFIED ASPHALT) (TYPE RS-1H OR CRS-1H)" SHALL BE APPLIED AS A TACK COAT ON ALL EXISTING PAVEMENT SURFACES OR COLD PLANED PAVEMENT SURFACES AT THE RATE OF 0.080 GAL/SY, AT THE RATE OF 0.040 TO 0.060 GAL/SY ON ALL COLD MIX PAVEMENT SURFACES, AND BETWEEN ALL COURSE OF BITUMINOUS CONCRETE PAVEMENT AT THE RATE OF 0.025 TO 0.040 GAL/SY. PAYMENT WILL BE MADE UNDER ITEM 900.683 "SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)".
- 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 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)". ALL OTHER BITUMINOUS MATERIAL PLACED WITHIN THE PROJECT LIMITS WHETHER BY HAND OR MECHANICAL METHODS WILL BE PAID AS ITEM 490.30 "SUPERPAVE BITUMINOUS CONCRETE PAVEMENT".
- SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 INCH (TOTAL PAVEMENT THICKNESS). COLD MIXED RECYCLED BITUMINOUS BASE COURSE TOLERANCE = +/- 1/4 INCH, SPECIAL PROVISION (RSB SUPPLEMENTAL AGGREGATE MATERIAL) TOLERANCE = +/- 1 INCH (TOTAL SUBBASE THICKNESS).
- EDGES OF PAVEMENT SHALL INCLUDE A SAFETY EDGE AS SHOWN ON SHEET 12.
- A QUANTITY FOR ITEM 604.412, "REHAB D1, CB OR MH CLASS 1" HAS BEEN INCLUDED IN THE QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER WITHIN THE ROADWAY AREA. AN ADDITIONAL QUANTITY FOR ITEM 604.412 AS BEEN PROVIDED FOR D1'S OUTSIDE THE ROADWAY TO BE USED AT THE ENGINEERS DISCRETION. ALL D1'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN.
- DAMAGE TO ANY D1'S, CROSS CULVERTS OR OTHER DRAINAGE FEATURES DUE DIRECTLY TO THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.
- ITEM 613.10 "STONE FILL, TYPE 1"; ITEM 651.40 "GRUBBING MATERIAL"; ITEM 653.20 "TEMPORARY EROSION MATTING" AND ITEM 608.25 "ALL PURPOSE EXCAVATOR RENTAL, TYPE 1" 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.

NOTES CONTINUED ON NEXT SHEET

NOT TO SCALE

PROJECT NAME:	BETHEL-RANDOLPH	FILE NAME:	z10c244+yp.dgn	PLOT DATE:	4/23/2015
PROJECT NUMBER:	STP 2921(I)	PROJECT LEADER:	C. LATHROP	DRAWN BY:	S. LAMPHERE
		DESIGNED BY:	S. LAMPHERE	CHECKED BY:	C. LATHROP
		PROJECT TYPICAL SHEET 1		SHEET	7 OF 21