



SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C) (5/8" - 3/4" LIFT THICKNESS)

**TYPICAL SECTION**

**US RTE. 7**

**BENNINGTON MM 3.807 – BENNINGTON MM 4.011**  
**BENNINGTON MM 4.067 – BENNINGTON MM 4.196 (SEE SHEET 6)**  
**BENNINGTON MM 4.196 – BENNINGTON MM 4.455**  
**BENNINGTON MM 5.717 – MANCHESTER MM ~~4.630~~ 4.654**  
**FOR PAVING WIDTHS AND LIMITS, SEE LAYOUTS**

**NOTES:**

1. 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" FILL METHOD. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE PAID FOR UNDER ITEM 417.20, BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD. THE PATCHING OF ALL CRACKS GREATER THAN 1.0 INCH AND ALL OTHER PATCHING AND POTHOLE REPAIR SHALL BE COMPLETED USING BITUMINOUS CONCRETE PAVEMENT IN ACCORDANCE WITH ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I). AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.
2. FOLLOWING COMPLETION OF COLD PLANING, THE MILLED SURFACE FOR BRIDGES SHALL ALSO RECEIVE CRACK SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, AS DIRECTED BY THE ENGINEER.
3. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO ANY CRACK SEALING BEING PERFORMED AND PRIOR TO APPLYING THE PAVER PLACED SURFACE TREATMENT. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT. REMOVAL OF EXISTING PAVEMENT MARKINGS TO BE PAID UNDER ITEM 646.85.
4. A 50' COLD PLANED WEDGE SHALL BE CONSTRUCTED AT THE PROJECT BEGIN, PROJECT END, AND AT ALL BRIDGE APPROACHES OR AS DIRECTED BY THE ENGINEER. ANY SAWCUTTING AT BUTT JOINTS SHALL BE PAID INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT. THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ADJACENT TO EXISTING DROP INLETS OR CATCH BASINS. ANY DAMAGE WHICH OCCURS TO THESE DRAINAGE STRUCTURES AS A RESULT OF THESE OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE STATE OF VERMONT.
5. IF IT IS DETERMINED IN AREAS ALONG THE BASE OF THE GUARDRAIL THAT WINTER SAND AND OTHER DEBRIS HAS ACCUMULATED SUFFICIENTLY TO AFFECT PROPER CRACK SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, THIS MATERIAL SHALL BE REMOVED PRIOR TO CRACK SEALING, PATCHING, AND POTHOLE REPAIR AS DIRECTED BY THE ENGINEER. A QUANTITY FOR ITEM 203.40, SHOULDER BERM REMOVAL, HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.
6. TWO (2) APPLICATIONS OF FINAL PAVEMENT MARKINGS WILL BE REQUIRED; SEE SPECIAL PROVISIONS FOR COMPLETION DATE REQUIREMENTS.
7. IT IS EXPECTED THAT SOME SPOT LEVELING WILL BE NECESSARY AS DIRECTED BY THE 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 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-IH OR CRS-IH) HAS BEEN INCLUDED FOR THIS PURPOSE.
8. SOME SEGMENTS OF THE TRAVEL LANE WITHIN THE PROJECT LIMITS HAVE RUT/WEAR DEPTHS GREATER THAN 1.0". ESTIMATED QUANTITIES FOR ITEMS, 210.10 COLD PLANING, BITUMINOUS PAVEMENT 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) AND 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-IH OR CRS-IH), HAVE BEEN INCLUDED FOR REPAIRING AREAS IDENTIFIED BY THE ENGINEER. THESE AREAS SHALL BE COLD PLANED TO A DEPTH OF 1.0" AND REPAVED WITH BITUMINOUS CONCRETE PAVEMENT TYPE IVS. FOR MIX DESIGN PURPOSES AND DETERMINING ALLOWABLE MIX TYPE SUBSTITUTIONS, DESIGN ESALS OF 3,005,000 SHALL BE USED. EMULSIFIED ASPHALT FOR TACK COAT SHALL BE APPLIED TO AT A MINIMUM RATE OF 0.080 GAL/SY PRIOR TO PLACEMENT OF THE BITUMINOUS CONCRETE PAVEMENT.
9. THERE ARE WEIGH-IN-MOTION SENSORS IN THE PAVEMENT AT SHAFTSBURY MM 2,800 NORTHBOUND & SOUTHBOUND WHICH MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES. INSTALLATION OF NEW SENSORS WILL BE PERFORMED BY OTHERS FOLLOWING COMPLETION OF THE PROJECT. THE ENGINEER IS TO CONTACT DAVE GOSSELIN AT 802.828.2694.

10. BRIDGES WITHIN THIS TYPICAL SECTION ARE:

- BRIDGE NUMBER 11, BENNINGTON MM 4.030 NO TREATMENT NECESSARY
- BRIDGE NUMBER 16-S, BENNINGTON MM 6.405 WELDED GIRDER BOX BEAM (COLD PLANE 1" THEN PAVE WITH SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C))
- BRIDGE NUMBER 16-N, BENNINGTON MM 6.405 WELDED GIRDER BOX BEAM (COLD PLANE 1" THEN PAVE WITH SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C))
- BRIDGE NUMBER 17, SHAFTSBURY MM 1,205 3 SP CONT. COMP. PRESTRESSED CB (COLD PLANE 1" THEN PAVE WITH SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C))
- BRIDGE NUMBER 18, SHAFTSBURY MM 2,633 ISP COMP. PRESTRESSED CB (COLD PLANE 1" THEN PAVE WITH SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C))
- BRIDGE NUMBER 20, SUNDERLAND MM 1,563 ISP COMP. WELDED GIRDER (COLD PLANE 1" THEN PAVE WITH SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C))
- BRIDGE NUMBER 22, SUNDERLAND MM 2,498 COMP. WELDED PL. GIRDER (COLD PLANE 1" THEN PAVE WITH SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C))
- BRIDGE NUMBER 24, MANCHESTER MM 3,248 CONC. RIGID FR. (COLD PLANE 1" THEN PAVE WITH SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C))
- BRIDGE NUMBER 25, MANCHESTER MM 3,724 ISP. COMP. PL. WELDED GIRDER (COLD PLANE 1" THEN PAVE WITH SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C))
- BRIDGE NUMBER 26, MANCHESTER MM 3,895 CONC. RIGID FR. (COLD PLANE 1" THEN PAVE WITH SPECIAL PROVISION (PAVER PLACED SURFACE TREATMENT, TYPE C))

**NOT TO SCALE**

**ALTERNATE A  
TYPICAL  
SECTION**

PROJECT NAME: BENNINGTON-MANCHESTER  
PROJECT NUMBER: NH SURF (29)

FILE NAME: 11b026\11b026.dgn PLOT DATE: 22-AUG-2013 14:3  
PROJECT LEADER: FOWLER DRAWN BY: PVT.MGT.  
DESIGNED BY: PVT.MGT. CHECKED BY: PAVT MGMT  
IPARM FILE NAME: 11b026-3.i SHEET 3 OF 63