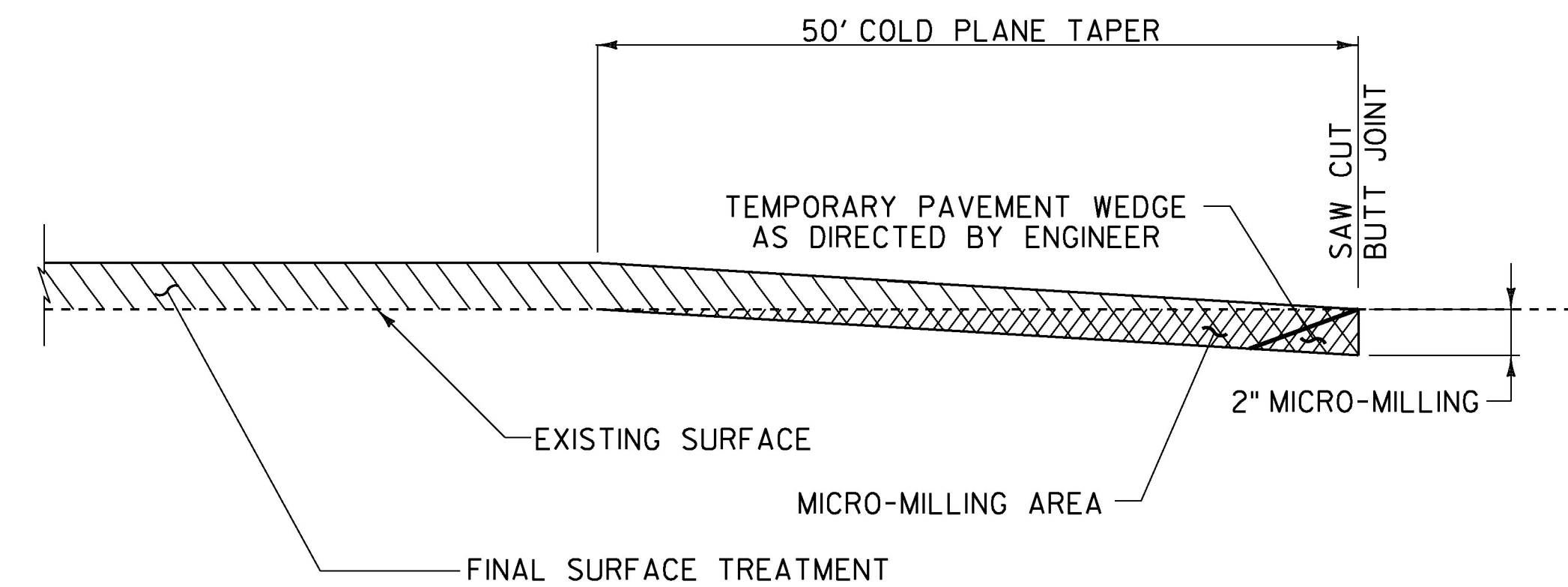


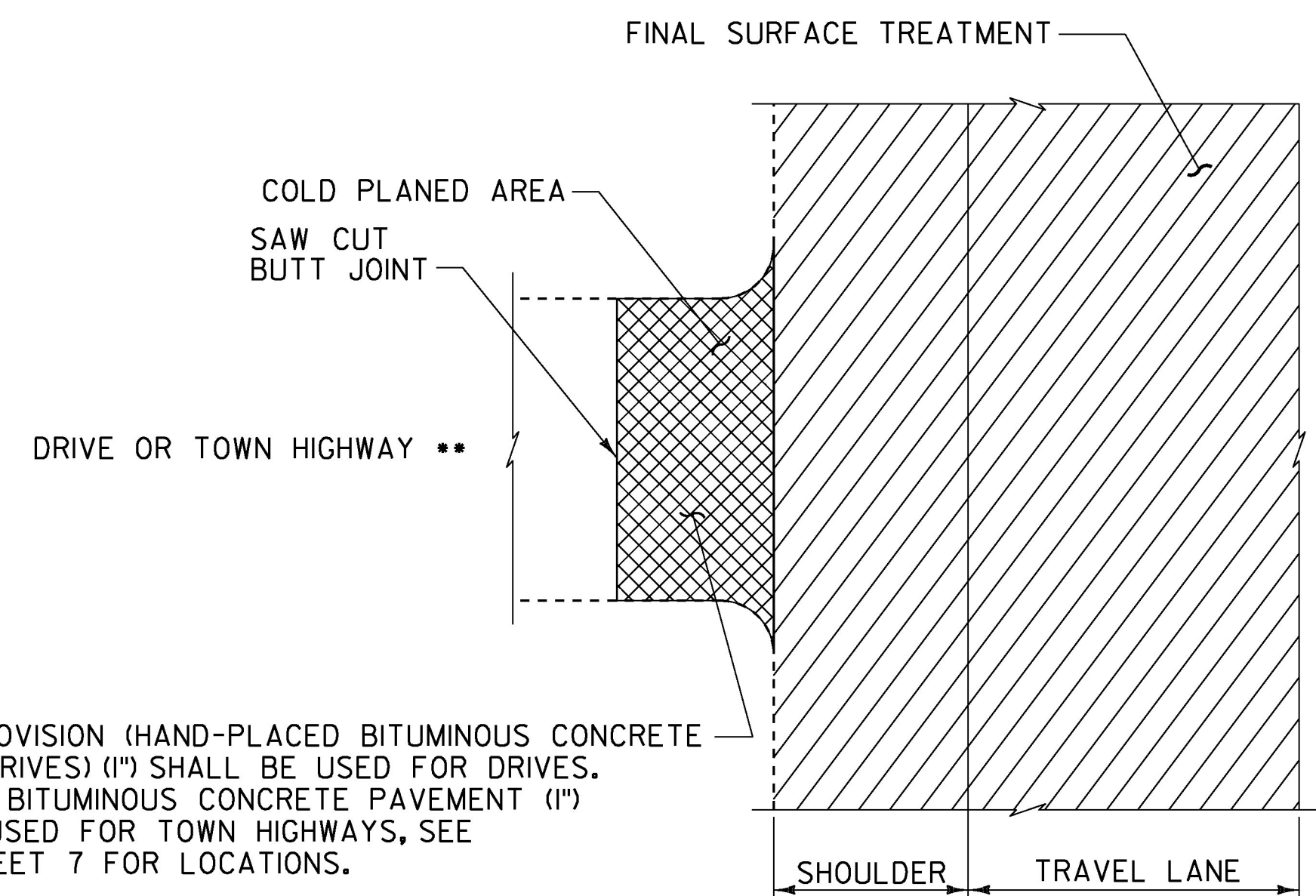
COLD PLANE DETAIL AT BEGIN & END PROJECT

*VT ROUTE 100 NORTH AND SOUTH SHALL BE COLD PLANED BACK 50 FEET UNLESS SHOWN OTHERWISE ON THE PLANS.

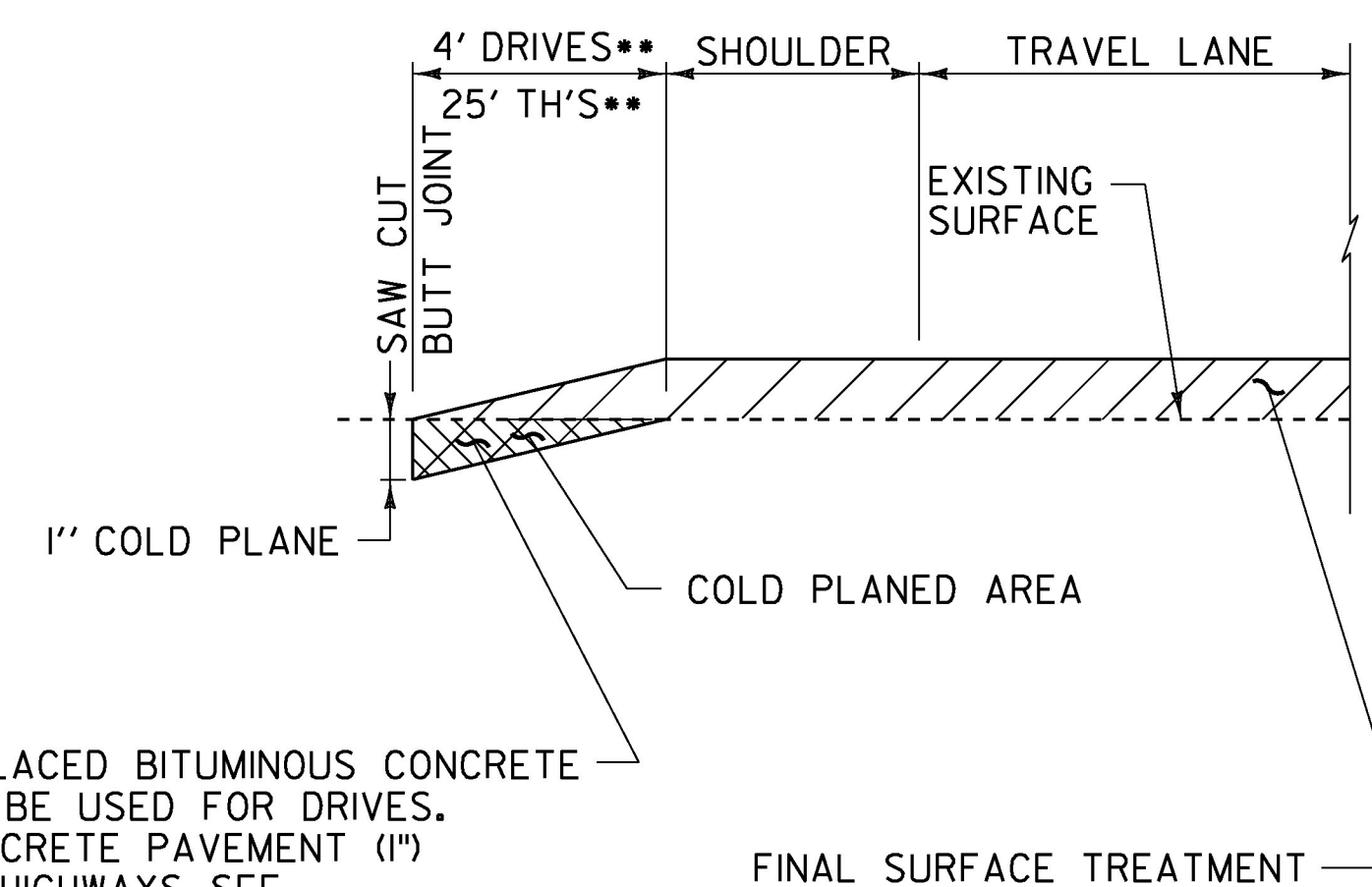


MICRO-MILLING TO COLD PLANING BEGIN & END TRANSITION DETAIL

WILMINGTON BEGIN MM 2.000 TO END MM 4.220



SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES) (1") SHALL BE USED FOR DRIVES. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (1") SHALL BE USED FOR TOWN HIGHWAYS, SEE LAYOUT SHEET 7 FOR LOCATIONS.

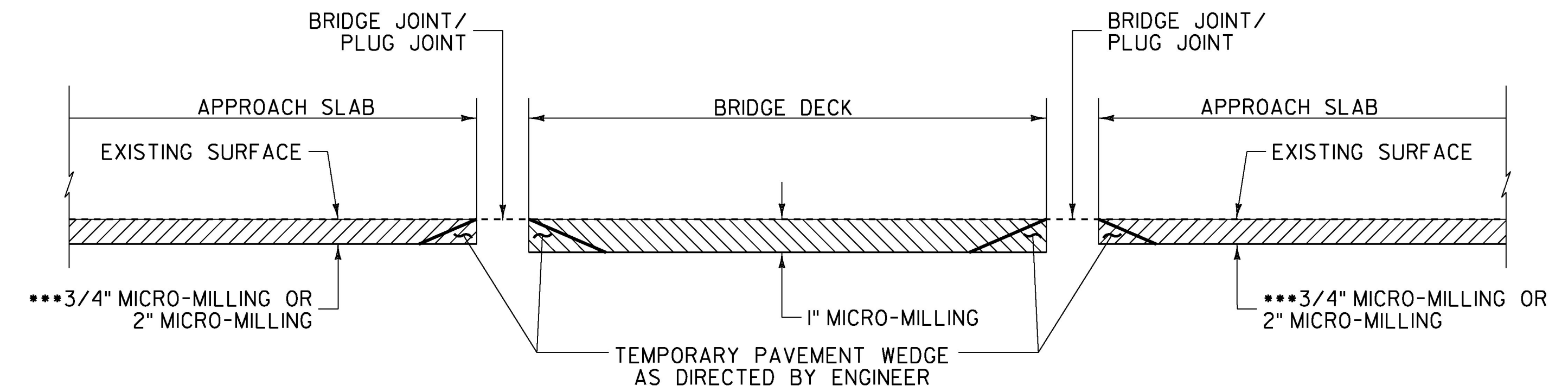


SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES) (1") SHALL BE USED FOR DRIVES. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (1") SHALL BE USED FOR TOWN HIGHWAYS, SEE LAYOUT SHEET 7 FOR LOCATIONS.

COLD PLANE DETAILS AT DRIVES & TOWN HIGHWAYS

** ALL DRIVES SHALL HAVE A 4' PAVED APRON MINIMUM AND ALL FIELD DRIVES A 2' PAVED APRON MINIMUM. TOWN HIGHWAYS SHALL BE COLD PLANED BACK 25 FEET UNLESS SHOWN OTHERWISE ON THE PLANS.

NOT TO SCALE



BRIDGE MICRO-MILLING DETAIL

***SEE TYPICAL SHEETS FOR MICRO-MILLING DEPTH LOCATIONS.

NOTES:

1. REFER TO VT JOINT ASPHALTIC PLUG DETAIL SHEET AND ASPHALTIC PLUG JOINT DETAIL SHEET, SD-516.10. ALL NEW JOINTS TO BE PAID FOR UNDER ITEM 516.10, "BRIDGE EXPANSION JOINT, ASPHALTIC PLUG (@FINGER PLATE/VERMONT JOINT)" AND ITEM 516.10, "BRIDGE EXPANSION JOINT, ASPHALTIC PLUG".
2. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID DAMAGING DRAINAGE STRUCTURES AND EXPANSION JOINTS. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE STATE.
3. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID THE ACCUMULATION OF DEBRIS IN THE DRAINAGE STRUCTURES LOCATED AT CURB LINE AND IN THE EXPANSION JOINTS. THE CONTRACTOR SHALL EXAMINE THESE BRIDGE FEATURES ON A DAILY BASIS TO ENSURE THAT DEBRIS HAS NOT ACCUMULATED. ANY DEBRIS WHICH IS PRESENT SHALL BE REMOVED BY THE CONTRACTOR AT NO COST TO THE STATE.
4. THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ON BRIDGE DECKS. SHOULD ANY DAMAGE OCCUR TO THE DECK OR MEMBRANE AS A RESULT OF THESE OPERATIONS THE ENGINEER SHALL CONTACT THE VTRANS CONSTRUCTION STRUCTURES ENGINEER TO PROVIDE AN ASSESSMENT OF THE DAMAGE AND RECOMMEND ANY NECESSARY REPAIRS. THE CONSTRUCTION STRUCTURES ENGINEER WILL ALSO DETERMINE IF THE DAMAGE WAS AVOIDABLE. IF THE CONTRACTOR IS DETERMINED BY THE ENGINEER TO BE AT FAULT FOR THE DAMAGE, THE RECOMMENDED REPAIRS SHALL BE COMPLETED BY THE CONTRACTOR AT NO COST TO THE STATE.

PROJECT NAME:	BENNINGTON-WILMINGTON
PROJECT NUMBER:	NH SURF (51)
FILE NAME:	pl4v201Bennington-Wilmington.dg
PROJECT LEADER:	M. FOWLER
DESIGNED BY:	N. PAPPAS
PROJECT COLD PLANE DETAILS	
DRAWN BY:	N. PAPPAS
CHECKED BY:	M. FOWLER
	SHEET 16 OF 64