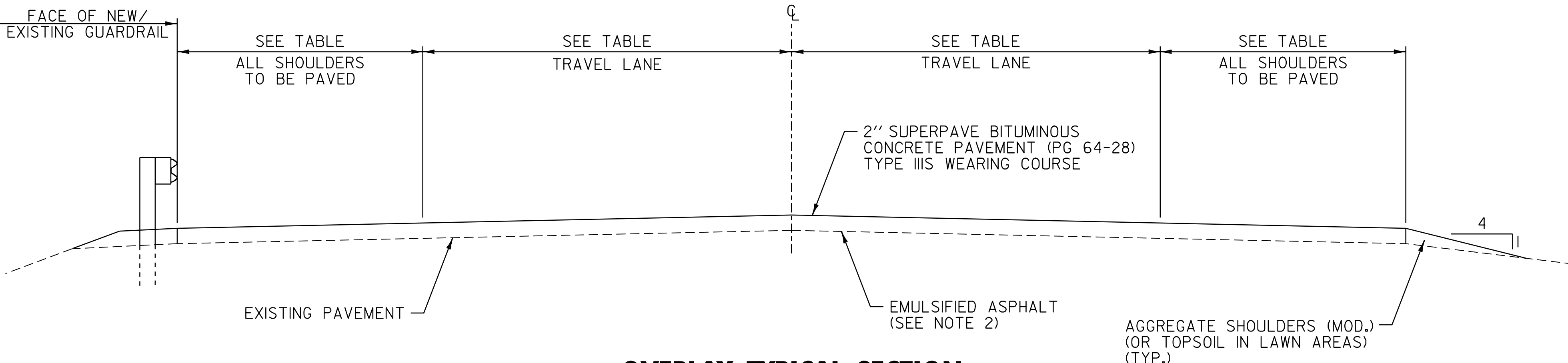


OVERLAY TYPICAL SECTION

N.T.S.
 U.S. ROUTE 7 MIDDLEBURY STA. 339+40.00 TO MIDDLEBURY STA. 374+00.00
 U.S. ROUTE 7 MIDDLEBURY STA. 382+00.00 TO MIDDLEBURY STA. 394+89.12
 U.S. ROUTE 7 NEW HAVEN STA. 0+00.00 TO NEW HAVEN STA. 56+75.00
 U.S. ROUTE 7 NEW HAVEN STA. 59+14.00 TO NEW HAVEN STA. 278+50.00
 U.S. ROUTE 7 NEW HAVEN STA. 293+00.00 TO NEW HAVEN STA. 322+02.72



OVERLAY TYPICAL SECTION

N.T.S.
 U.S. ROUTE 7 MIDDLEBURY STA. 299+74.56 TO MIDDLEBURY STA. 339+40.00

PROJECT PAVING LIMITS

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING TON	NOTES
MIDDLEBURY:						
U.S. ROUTE 7	299+74.56	339+40.00	4'-0" - 11'-0" - 11'-0" - 4'-0"	2"	-	PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	339+40.00	374+00.00	8'-0" - 12'-0" - 12'-0" - 8'-0"	2"	215	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	374+00.00	382+00.00	8'-0" - 12'-0" - 12'-0" - 8'-0"	2"	100	COLD PLANE 2 1/2 ", LEVEL WITH 1/2 " TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	382+00.00	394+89.12	8'-0" - 12'-0" - 12'-0" - 8'-0"	2"	81	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
NEW HAVEN:						
U.S. ROUTE 7	0+00.00	10+00.00	8'-0" - 12'-0" - 12'-0" - 8'-0"	2"	64	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	10+00.00	27+00.00	4'-0" - 11'-0" - 12'-0" - 12'-0" - 8'-0"	2"	125	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	27+00.00	39+75.00	4'-0" - 11'-0" - 12'-0" - 12'-0" - 10'-0"	2"	98	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	39+75.00	56+75.00	10'-0" - 12'-0" - 12'-0" - 10'-0"	2"	115	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	56+75.00	59+14.00	3'-0" - 12'-0" - 12'-0" - 3'-0"	1 1/4"	-	BR 129 COLD PLANE 1 1/4 " & PAVE WITH 1 1/4 " TYPE IVS
U.S. ROUTE 7	59+14.00	79+00.00	10'-0" - 12'-0" - 12'-0" - 10'-0"	2"	144	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	79+00.00	104+50.00	10'-0" - 12'-0" - 12'-0" - 11'-0" - 4'-0"	2"	195	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	104+50.00	146+00.00	10'-0" - 12'-0" - 12'-0" - 10'-0"	2"	286	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	146+00.00	174+00.00	2'-0" - 12'-0" - 12'-0" - 2'-0"	2"	124	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	174+00.00	188+50.00	8'-0" - 12'-0" - 12'-0" - 8'-0"	2"	92	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	188+50.00	198+00.00	4'-0" - 11'-0" - 12'-0" - 12'-0" - 8'-0"	2"	70	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	198+00.00	243+50.00	8'-0" - 12'-0" - 12'-0" - 8'-0"	2"	290	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	243+50.00	260+75.00	4'-0" - 11'-0" - 12'-0" - 12'-0" - 8'-0"	2"	127	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	260+75.00	278+50.00	8'-0" - 12'-0" - 12'-0" - 8'-0"	2"	112	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	278+50.00	287+98.00	VARIES - SEE LAYOUT	2"	131	COLD PLANE 2 1/2 ", LEVEL WITH 1/2 " TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	288+00.00	288+65.00	-	-	-	NO PAVING
U.S. ROUTE 7	288+65.00	293+00.00	VARIES - SEE LAYOUT	2"	62	COLD PLANE 2 1/2 ", LEVEL WITH 1/2 " TYPE IVS & PAVE WITH 2" TYPE IIIS
U.S. ROUTE 7	293+00.00	322+02.72	8'-0" - 12'-0" - 12'-0" - 11'-0" - 4'-0"	2"	210	SPOT LEVEL WITH TYPE IVS & PAVE WITH 2" TYPE IIIS

NOTES

1. THE WEARING COURSE SHALL BE TYPE IIIS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 64-28.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES AT THE RATE OF 0.025 GAL/SY OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4" (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).
4. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.12 AGGREGATE SHOULDERS (MOD.). ADDITIONAL MATERIAL REQUIRED AFTER THE COLD PLANE GRINDINGS HAVE BEEN USED WILL BE PAID FOR UNDER ITEM 402.12 AGGREGATE SHOULDERS.
5. BITUMINOUS CONCRETE PAVEMENT WORK WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS DRIVEWAYS AND AROUND DROP INLETS, ETC.) SHALL BE PAID FOR AT THE CONTRACT PRICE FOR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 64-28).
6. PIPE INLET AND OUTLET AREAS AND AREAS OF DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT SHALL BE MADE UNDER APPLICABLE RENTAL ITEM(S).
7. DITCHING MATERIAL OR EARTH BORROW SHALL BE USED FOR THE CONSTRUCTION OF MANUFACTURED TERMINAL FLARES WHICH SHALL BE CAPPED WITH AN ESTIMATED 3' DEPTH OF AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 TONS OF AGGREGATE SHOULDER MATERIAL AND 25 CUBIC YARDS OF DITCHING MATERIAL OR EARTH BORROW FOR EACH GUARDRAIL TERMINAL.
8. THE PROPOSED GUARDRAIL SHALL BE INSTALLED IN A LOCATION THAT MAXIMIZES THE DISTANCE FROM THE CENTER OF THE ROAD TO THE FACE OF GUARDRAIL. 3' OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 6' POSTS. IF THIS CANNOT BE OBTAINED, THEN 8' POSTS SHALL BE USED.
9. ALL DRIVES, MAILBOX TURNOUTS AND GRAVEL PULLOUTS SHALL RECEIVE A PAVED APRON AS DIRECTED BY THE RESIDENT ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE AS DIRECTED AND WILL BE PAID FOR UNDER THE APPLICABLE RENTAL ITEM(S). IF REQUIRED, A NEW DRIVEWAY SUBBASE SHALL BE CONSTRUCTED AND WILL BE PAID FOR UNDER ITEM 301.28 SUBBASE OF CRUSHED GRAVEL (FINE GRADED). A NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 490.30. ESTIMATED QUANTITIES OF THE ABOVE ITEMS HAVE BEEN INCLUDED TO PAY FOR THIS WORK.
10. EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 3" OR AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATION WILL BE PAID FOR AS ALL PURPOSE EXCAVATOR OR GRADER RENTAL. MATERIAL REMOVED SHALL BE REPLACED WITH SUBBASE OF CRUSHED GRAVEL (FINE GRADED). EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE RESIDENT ENGINEER.
11. SPOT LEVELING HAS BEEN ESTIMATED AT 50% OF THE ENTIRE PAVEMENT AREA AND SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER.
12. ESTIMATED QUANTITIES OF ITEM 646.60 TEMPORARY 4" WHITE LINE (PAINT) AND ITEM 646.61 TEMPORARY 4" YELLOW LINE (PAINT) HAVE BEEN INCLUDED FOR USE IN AREAS WHERE SPOT LEVELING IS PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER.
13. AN ESTIMATED QUANTITY OF ITEM 619.17 YIELDING MARKER POSTS HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS AND DROP INLETS LOCATED OUTSIDE OF THE PAVEMENT SURFACE OR AS DIRECTED BY THE RESIDENT ENGINEER.

PROJECT TYPICAL SHEET #1	PROJECT NAME: MIDDLEBURY - NEW HAVEN	
	PROJECT NUMBER: NH 9813(1)S	
	FILE NAME: p97bl66.dgn	PLOT DATE: \$DATE\$
	PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
	DESIGNED BY: J.S.P.	CHECKED BY: D.W.E.
	IPARM FILE: pbl66p+ts.i	SHEET 3 OF 63