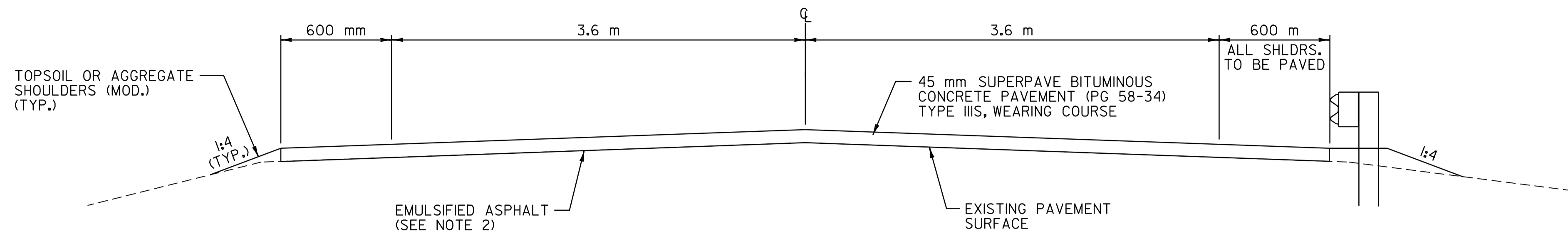
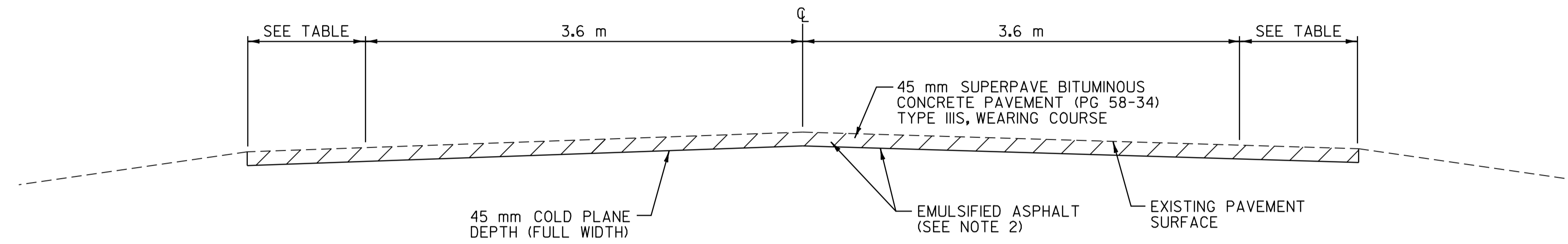


**NOTES**

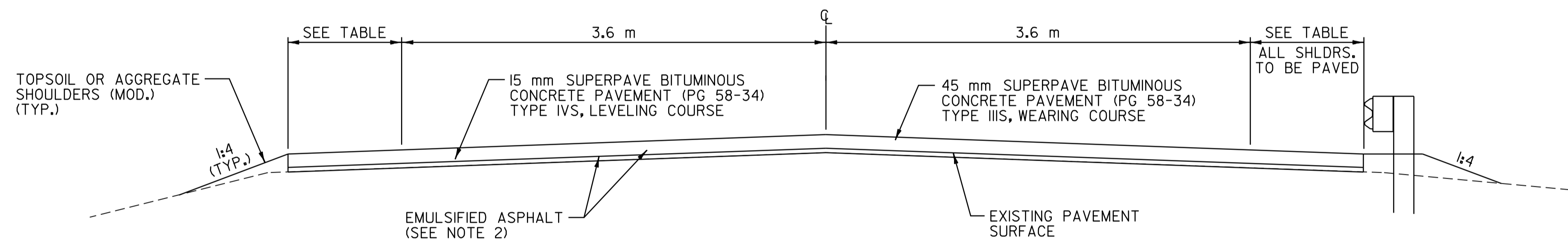
- THE WEARING COURSE SHALL BE TYPE IIIS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
- EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES AT THE RATE OF 0.12 L/m<sup>2</sup> OR AS DIRECTED BY THE RESIDENT ENGINEER.
- BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 5 mm (TOTAL THICKNESS EXCLUDING LEVELING)
- ALL DRIVEWAYS, MAILBOX TURNOUTS AND GRAVEL PULLOFFS SHALL RECEIVE A PAVED APRON AS DIRECTED BY THE RESIDENT ENGINEER. ALL MAILBOX TURNOUTS SHALL HAVE THE EXISTING EDGE OF PAVEMENT BACKED-UP WITH COLD PLANE GRINDINGS PRIOR TO THE PLACEMENT OF THE PAVED APRON. ALL GRAVEL PULLOFFS SHALL HAVE 100 mm OF COLD PLANE GRINDINGS PLACED ON THE EXISTING SURFACE AND COMPACTED. THE CONTRACTOR SHALL COMPLETE THIS WORK USING COLD PLANE GRINDINGS PRODUCED DURING THE CONSTRUCTION OF THIS PROJECT. 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 BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 490.30. ESTIMATED QUANTITIES OF THE ABOVE ITEMS HAVE BEEN INCLUDED TO PAY FOR THIS WORK.
- PIPE INLET AND OUTLET AREAS, AND DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS AS INDICATED ON PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT SHALL BE MADE UNDER APPLICABLE RENTAL ITEM(S).
- EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 75 mm OR AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT 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).
- 0.9 m OF BACKING IS REQUIRED BEHIND FACE OF GUARDRAIL WITH 1.8 m POSTS. IF THIS CANNOT BE OBTAINED, THEN 2.4 m POSTS SHALL BE USED.
- DITCHING MATERIAL SHALL BE USED FOR THE CONSTRUCTION OF MANUFACTURED TERMINAL SECTION FLARES WHICH SHALL BE CAPPED WITH AN ESTIMATED 75 mm DEPTH OF AGGREGATE SHOULDER MATERIAL (MOD.) UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 20 m<sup>3</sup> OF DITCHING MATERIAL AND 5 TONS OF AGGREGATE SHOULDER MATERIAL (MOD.) FOR EACH GUARDRAIL TERMINAL.
- ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.12 AGGREGATE SHOULDERS (MOD.).
- GRASS GROWING ADJACENT TO PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT WHICH MAY HAMPER PLACEMENT OF THE NEW BITUMINOUS CONCRETE SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
- AN ESTIMATED QUANTITY OF ITEM 613.10 STONE FILL, TYPE I AND ITEM 649.31 GEOTEXTILE UNDER STONE FILL HAS BEEN INCLUDED TO REPAIR WASHOUTS OF EXISTING SIDE SLOPES AND CULVERT OUTLETS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.



**OVERLAY TYPICAL SECTION**  
STA. 0+000.000 TO STA. 1+700.000



**COLD PLANE TYPICAL SECTION**  
STA. 1+700.000 TO STA. 2+100.000



**OVERLAY TYPICAL SECTION**  
STA. 2+100.000 TO STA. 7+421.000

**PROJECT PAVING LIMITS**

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING †	NOTES
WALLINGFORD U.S. ROUTE 7	0+000.000	1+700.000	0.6 m - 3.6 m - 3.6 m - 0.6 m	45	-	PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	1+700.000	2+100.000	0.6 m - 3.6 m - 3.6 m - 0.6 m	45	-	COLD PLANE 45 mm PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	2+100.000	4+500.000	0.6 m - 3.6 m - 3.6 m - 0.6 m	45	291	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	4+500.000	5+160.000	2.4 m - 3.6 m - 3.6 m - 2.4 m	45	280	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	5+160.000	7+100.000	0.6 m - 3.6 m - 3.6 m - 0.6 m	45	587	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	7+100.000	7+421.000	2.4 m - 3.6 m - 3.6 m - 2.4 m	45	130	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	7+421.000	7+501.000	NO PAVING			BR79
WALLINGFORD U.S. ROUTE 7	7+501.000	7+615.000	2.4 m - 3.6 m - 3.6 m - 2.4 m	45	50	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	7+615.000	7+645.000	NO PAVING			BR80
WALLINGFORD U.S. ROUTE 7	7+645.000	7+950.000	2.4 m - 3.6 m - 3.6 m - 2.4 m	45	129	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	7+950.000	8+280.000	0.9 m - 3.6 m - 3.6 m - 0.9 m	45	107	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	8+280.000	8+360.000	1.5 m - 3.6 m - 3.6 m - 1.5 m	45	29	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	8+360.000	8+530.000	2.1 m - 3.6 m - 3.6 m - 2.1 m	45	69	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	8+530.000	8+620.000	2.1 m - 3.6 m - 3.6 m - 1.2 m	45	34	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	8+620.000	8+800.000	VARIES SEE PLAN	45	78	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	8+800.000	9+050.000	2.4 m - 3.6 m - 3.6 m - 2.4 m	45	108	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	9+050.000	9+180.000	1.5 m - 3.6 m - 3.6 m - 2.4 m	45	53	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	9+180.000	9+300.000	1.5 m - 3.6 m - 3.6 m - 1.5 m	45	45	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS
WALLINGFORD U.S. ROUTE 7	9+300.000	10+024.604	0.6 m - 3.6 m - 3.6 m - 0.6 m	45	224	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 45 mm TYPE IIIS

**RURAL AREAS - SEED MIXTURE**

% MASS	kg/ha	NAME	PUR %	GERM %
37.5	26.0	CREEPING RED FESCUE	98	85
37.5	26.0	TALL FESCUE	95	90
5.0	4.0	RED TOP	95	90
15.0	10.0	BIRDSFOOT TREFOIL	98	85
5.0	4.0	ANNUAL RYE GRASS	95	85
100.0	70.0			

SEED MIXTURE:  
SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY MASS AND SHALL BE FREE OF ALL NOXIOUS SEED.

SEED:  
TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE RESIDENT ENGINEER.

FERTILIZER:  
FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 560 kg/ha (HYDRO SEEDERS MAY USE 19-19-19 FORMULA)

AGRICULTURAL LIMESTONE:  
TO BE APPLIED AT THE RATE OF 4.5 tons/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

HAY MULCH:  
TO BE PLACED ON EARTH SLOPES AT THE RATE OF 4.5 tons/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

TOPSOIL:  
TO BE USED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

**PROJECT TYPICAL SHEET 1**

SURVEYED BY N/A DATE N/A  
 DRAWN BY C.A.K. DATE 8/05  
 SQUAD LEADER D.E.G.  
 DESIGN FILE NO. dpave\98b098\pb098.dgn  
 IPARM FILE pb098\yql DATE PLOTTED 08-JUL-2007 15  
 PROJ. NAME WALLINGFORD  
 PROJ. NO. NH\_210811S\_&\_SIP\_EH04(6)  
 SHEET 2 OF 10 SHEETS -----

DATUM  
 VERTICAL N/A  
 HORIZONTAL N/A