

OVERLAY TYPICAL SECTION (50 GYRATION SECTIONS)

VT. ROUTE 100 ROCHESTER	STA. 9+767.109	TO ROCHESTER	STA. 11+542.309
VT. ROUTE 100 ROCHESTER	STA. 11+574.309	TO ROCHESTER	STA. 13+455.725
VT. ROUTE 100 HANCOCK	STA. 3+218.688	TO HANCOCK	STA. 4+068.422
VT. ROUTE 100 GRANVILLE	STA. 0+000.000	TO GRANVILLE	STA. 0+667.143
VT. ROUTE 100 GRANVILLE	STA. 0+691.143	TO GRANVILLE	STA. 1+538.580
VT. ROUTE 100 GRANVILLE	STA. 1+554.580	TO GRANVILLE	STA. 3+318.623
VT. ROUTE 100 GRANVILLE	STA. 3+337.623	TO GRANVILLE	STA. 4+397.384
VT. ROUTE 100 GRANVILLE	STA. 4+415.384	TO GRANVILLE	STA. 4+713.769

OVERLAY TYPICAL SECTION (75 GYRATION SECTION)

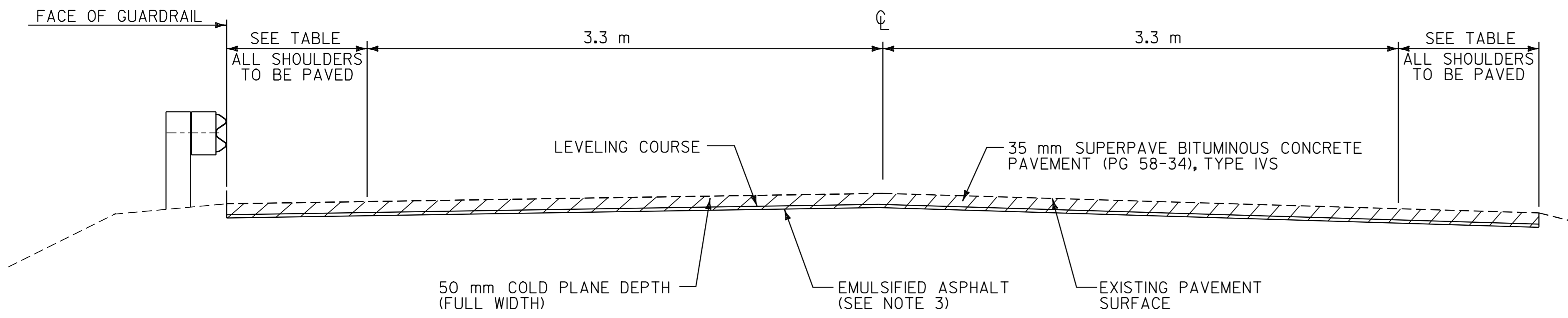
VT. ROUTE 100 HANCOCK	STA. 0+000.000	TO HANCOCK	STA. 1+860.000
VT. ROUTE 100 HANCOCK	STA. 2+060.000	TO HANCOCK	STA. 3+218.688

A CATEGORY II WORK PLAN HAS BEEN DEVELOPED FOR THIS PROJECT TO COMPARE THE RESULTS OF 50 GYRATION SUPERPAVE MIX AGAINST 75 GYRATION SUPERPAVE MIX. A COPY OF THE WORK PLAN HAS BEEN INCLUDED AS A SUPPLEMENTAL SPECIFICATION IN THE PROJECT SPECIAL PROVISIONS.

THE TYPE OF SUPERPAVE MIX USED ON INDIVIDUAL TOWN HIGHWAY APPROACHES, BRIDGES, DRIVE APRONS, PULLOUTS, ETC. SHALL MATCH THE MIX TYPE BEING PLACED ON MAINLINE IN THAT PARTICULAR TEST SECTION.

NOTES

1. THE WEARING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IVS UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. ALL ASPHALT CEMENT USED IN THE MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
2. 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 EXCAVATION OR GRADER RENTAL. MATERIAL REMOVED SHALL BE REPLACED WITH SUBBASE OF CRUSHED GRAVEL (FINE GRADED).
3. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON ALL COLD PLANNED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.12 L/m² OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. BITUMINOUS CONCRETE PAVEMENT TOLERANCE = ± 5 mm (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).
5. ALL DRIVEWAYS, MAILBOX TURNOUTS AND GRAVEL PULLOUTS 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 PULLOUTS 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. COMPENSATION FOR THE PLACEMENT OF THESE GRINDINGS SHALL BE MADE UNDER PAY ITEM 402.12, AGGREGATE SHOULDERS (MOD.).
6. 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 UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 20 m³ OF DITCHING MATERIAL AND 5 TONS OF AGGREGATE SHOULDER MATERIAL FOR EACH GUARDRAIL TERMINAL.
7. GRASS GROWING ADJACENT TO PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT WHICH MAY HAMPER THE PLACEMENT OF NEW MEDIUM DUTY 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 (PG 58-34).
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. 1.0 m OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 1.8 m POSTS. IF THIS CANNOT BE OBTAINED, THEN 2.4 m POSTS SHALL BE USED.
9. ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS SHALL ONLY BE PAID WHERE INDICATED IN THE PLANS. ALL PAVING, WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS DRIVEWAYS, AROUND DROP INLETS, ETC.) SHALL BE PAID AS ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
10. TREATED TIMBER CURB SHALL BE BACKED-UP TO FULL HEIGHT WITH AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF AGGREGATE SHOULDER MATERIAL HAS BEEN INCLUDED IN THE PLANS.
11. AN ESTIMATED QUANTITY OF ITEM 613.10 STONE FILL, TYPE I HAS BEEN INCLUDED TO REPAIR THE EXISTING SIDE SLOPES AND TO LINE DITCHES AS DIRECTED BY THE RESIDENT ENGINEER.



COLD PLANE TYPICAL SECTION (75 GYRATION SECTION)

VT. ROUTE 100 HANCOCK	STA. 1+860.000	TO HANCOCK	STA. 1+913.557
VT. ROUTE 100 HANCOCK	STA. 1+929.557	TO HANCOCK	STA. 2+060.000

PROJECT PAVING LIMITS (50 GYRATION SECTIONS)

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING †	NOTES
ROCHESTER VT. ROUTE 100	9+767.109	10+480.000	2.5 m - 3.6 m - 3.6 m - 2.5 m	35 mm	312	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
ROCHESTER VT. ROUTE 100	10+480.000	10+760.000	1.2 m - 3.6 m - 3.6 m - 1.2 m	35 mm	96	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
ROCHESTER VT. ROUTE 100	10+760.000	11+400.000	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	193	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
ROCHESTER VT. ROUTE 100	11+400.000	11+542.309	2.2 m - 3.6 m - 3.6 m - 2.2 m	35 mm	59	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
ROCHESTER VT. ROUTE 100	11+542.309	11+574.309	2.2 m - 3.6 m - 3.6 m - 2.2 m	30 mm	-	BR 144, COLD PLANE 30 mm & PAVE WITH 30 mm TYPE IVS
ROCHESTER VT. ROUTE 100	11+574.309	11+750.000	2.2 m - 3.6 m - 3.6 m - 2.2 m	35 mm	73	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
ROCHESTER VT. ROUTE 100	11+750.000	13+455.725	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	514	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
HANCOCK VT. ROUTE 100	3+218.688	4+068.422	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	257	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
GRANVILLE VT. ROUTE 100	0+000.000	0+240.000	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	72	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
GRANVILLE VT. ROUTE 100	0+240.000	0+667.143	2.5 m - 3.6 m - 3.6 m - 2.5 m	35 mm	191	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
GRANVILLE VT. ROUTE 100	0+667.143	0+691.143	2.2 m - 3.6 m - 3.6 m - 2.2 m	30 mm	-	BR 147, COLD PLANE 30 mm & PAVE WITH 30 mm TYPE IVS
GRANVILLE VT. ROUTE 100	0+691.143	0+920.000	2.5 m - 3.6 m - 3.6 m - 2.5 m	35 mm	100	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
GRANVILLE VT. ROUTE 100	0+920.000	1+538.580	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	187	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
GRANVILLE VT. ROUTE 100	1+538.580	1+554.580	0.9 m - 3.3 m - 3.3 m - 0.9 m	30 mm	-	BR 148, COLD PLANE 30 mm & PAVE WITH 30 mm TYPE IVS
GRANVILLE VT. ROUTE 100	1+554.580	3+318.623	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	534	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
GRANVILLE VT. ROUTE 100	3+318.623	3+337.623	0.9 m - 3.3 m - 3.3 m - 0.9 m	30 mm	-	BR 152, COLD PLANE 30 mm & PAVE WITH 30 mm TYPE IVS
GRANVILLE VT. ROUTE 100	3+337.623	3+425.000	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	27	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
GRANVILLE VT. ROUTE 100	3+425.000	3+470.000	0.9 m - 3.3 m - 3.3 m - 3.0 m	35 mm	17	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
GRANVILLE VT. ROUTE 100	3+470.000	3+860.000	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	118	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
GRANVILLE VT. ROUTE 100	3+860.000	4+280.000	0.6 m - 3.3 m - 3.3 m - 0.6 m	35 mm	118	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
GRANVILLE VT. ROUTE 100	4+280.000	4+397.384	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	36	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
GRANVILLE VT. ROUTE 100	4+397.384	4+415.384	1.2 m - 3.3 m - 3.3 m - 1.2 m	30 mm	-	BR 153, COLD PLANE 30 mm & PAVE WITH 30 mm TYPE IVS
GRANVILLE VT. ROUTE 100	4+415.384	4+713.769	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	90	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS

PROJECT PAVING LIMITS (75 GYRATION SECTION)

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING †	NOTES
HANCOCK VT. ROUTE 100	0+000.000	1+860.000	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	563	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
HANCOCK VT. ROUTE 100	1+860.000	1+913.557	1.8 m - 3.3 m - 3.3 m - 1.8 m	35 mm	19	COLD PLANE 50 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
HANCOCK VT. ROUTE 100	1+913.557	1+929.557	1.8 m - 3.3 m - 3.3 m - 1.8 m	30 mm	-	BR 145, COLD PLANE 30 mm & PAVE WITH 30 mm TYPE IVS
HANCOCK VT. ROUTE 100	1+929.557	1+960.000	1.8 m - 3.3 m - 3.3 m - 1.8 m	35 mm	16	COLD PLANE 50 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
HANCOCK VT. ROUTE 100	1+960.000	2+060.000	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	30	COLD PLANE 50 mm, LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS
HANCOCK VT. ROUTE 100	2+060.000	3+218.688	0.9 m - 3.3 m - 3.3 m - 0.9 m	35 mm	351	LEVEL WITH 15 mm TYPE IVS & PAVE WITH 35 mm TYPE IVS

CONSERVATION SEED MIX

RURAL AREA - SEED MIXTURE				
% WT.	kg/ha.	NAME	PUR. %	GERM. %
37.14	26.0	CREeping RED FESCUE	98	85
37.14	26.0	TALL FESCUE	95	90
5.71	4.0	RED TOP	95	90
14.30	10.0	BIRDSFOOT TREFoil	98	85
5.71	4.0	ANNUAL RYEGRASS	95	85
100.0	70.0			

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

SEED: TO BE APPLIED PER SEEDING FORMULA 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 4500 kg/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

HAY MULCH: TO BE APPLIED ON EARTH SLOPES AT THE RATE OF 4500 kg/ha, OR AS DIRECTED BY THE RESIDENT ENGINEER.

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

PROJECT TYPICAL SHEET

Metric

SURVEYED BY <u>N/A</u> DATE <u>N/A</u>	DRAWN BY <u>C.A.K.</u> DATE <u>11/00</u>
SQUAD LEADER <u>T.P.K.</u>	DESIGN FILE NO. <u>pave/98b180/pbl80.dgn</u>
IPARM <u>pbl80+yl.i</u> DATE <u>21-DEC-2006</u>	FILE- <u>pbl80+yl.i</u> PLOTTED <u>21-DEC-2006</u>
PROJ. NAME <u>ROCHESTER-GRANVILLE</u>	PROJ. NO. <u>AC_SIP_212411S</u>
SHEET <u>2</u> OF <u>49</u>	SHEETS <u>49</u>