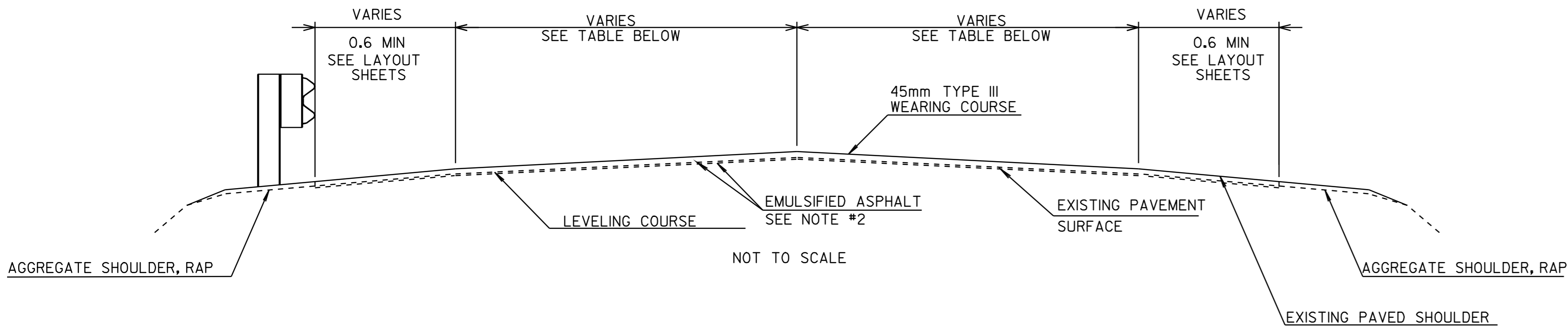


COLD PLANE TYPICAL SECTION

- VT. ROUTE 142 - VERNON - STA. 0+000 TO STA. 1+319
- VT. ROUTE 142 - VERNON - STA. 1+770 TO STA. 2+230
- VT. ROUTE 142 - VERNON - STA. 4+552 TO STA. 5+700
- VT. ROUTE 142 - VERNON - STA. 12+300 TO STA. 14+005
- VT. ROUTE 142 - BRATTLEBORO - STA. 0+000 TO STA. 0+439
- VT. ROUTE 142 - BRATTLEBORO - STA. 1+400 TO STA. 1+767



OVERLAY TYPICAL SECTION

- VT. ROUTE 142 - VERNON - STA. 1+319 TO STA. 1+770
- VT. ROUTE 142 - VERNON - STA. 2+230 TO STA. 4+552
- VT. ROUTE 142 - VERNON - STA. 5+700 TO STA. 12+300
- VT. ROUTE 142 - BRATTLEBORO - STA. 0+439 TO STA. 1+400

PROJECT PAVING LIMITS

TOWN VT. ROUTE 142	BEGIN STATION	END STATION	LANE TYPICAL (m)	WEARING DEPTH (mm)	LEVELING (mm)	NOTES
VERNON	0+000	1+319	0.9 - 3.3 - 3.3 - 0.9	45	15	COLD PLANE 60mm FULL WIDTH LEVEL, PAVE WITH 45mm TYPE III
VERNON	1+319	1+770	VARIES - 3.3 - 3.3 - VARIES	45	15	LEVEL, PAVE WITH 45mm TYPE III
VERNON	1+770	2+230	VARIES - 3.3 - 3.3 - VARIES	45	15	COLD PLANE 60mm FULL WIDTH LEVEL, PAVE WITH 45mm TYPE III
VERNON	2+230	4+552	VARIES - 3.6 - 3.6 - VARIES	45	15	LEVEL, PAVE WITH 45mm TYPE III
VERNON	4+552	5+700	1.2 - 3.3 - 3.3 - 1.2	45	15	COLD PLANE 60mm FULL WIDTH LEVEL, PAVE WITH 45mm TYPE III
VERNON	5+700	12+300	1.2 - 3.3 - 3.3 - 1.2	45	15	LEVEL, PAVE WITH 45mm TYPE III
VERNON	12+300	14+005	1.2 - 3.3 - 3.3 - 1.2	45	15	COLD PLANE 60mm FULL WIDTH LEVEL, PAVE WITH 45mm TYPE III
BRATTLEBORO	0+000	0+439	0.6 - 3.3 - 3.3 - 0.6	45	15	COLD PLANE 60mm FULL WIDTH LEVEL, PAVE WITH 45mm TYPE III
BRATTLEBORO	0+439	1+400	0.6 - 3.3 - 3.3 - 0.6	45	15	LEVEL, PAVE WITH 45mm TYPE III
BRATTLEBORO	1+400	1+766.62	0.6 - 3.3 - 3.3 - 0.6	45	15	COLD PLANE 60mm FULL WIDTH LEVEL, PAVE WITH 45mm TYPE III

NOTES

- THE PAVEMENT WEARING COURSE SHALL BE TYPE III AND THE LEVELING COURSE SHALL BE TYPE IV, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. LEVELING HAS BEEN INCLUDED TO RESHAPE THE ROADWAY PRIOR TO PAVING. AN ESTIMATED PAVEMENT THICKNESS OF 15mm HAS BEEN INCLUDED. PAVEMENT SHALL BE PG 64-28.
- EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.12 L/SM OR AS DIRECTED BY THE ENGINEER.
- BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 5mm +/- (TOTAL THICKNESS EXCLUDING LEVELING COURSE).
- COLD PLANING SHALL BE COMPLETED ACCORDING TO DETAIL SHOWN. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGINNING/END AND AT ALL SIDE ROAD APPROACHES AS NOTED ON THESE PLANS OR AS DIRECTED BY THE ENGINEER. A TEMPORARY ASPHALT FILLET SHALL BE PLACED AT ALL BUTT JOINTS AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS TEMPORARY FILLET SHALL BE CONSIDERED INCIDENTAL TO ITEM 210.10 COLD PLANING BITUMINOUS CONCRETE PAVEMENT.
- ITEM 402.13 AGGREGATE SHOULDERS, RAP SHALL BE USED TO BACK UP THE NEW EDGE OF PAVEMENT.
- ALL TOWN HIGHWAYS WITHIN COLD PLANE AREAS WILL BE COLD PLANED AND PAVED 8m BACK FROM THE EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN ON THESE PLANS OR AS DIRECTED BY THE ENGINEER.
- ALL DRIVES SHALL RECEIVE A 1METER PAVED APRON OR 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 402.13 AGGREGATE SHOULDERS, RAP A NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID UNDER ITEM 406.25, BITUMINOUS CONCRETE PAVEMENT (PG 64-28). QUANTITIES OF THE ABOVE ITEMS HAVE BEEN INCLUDED TO PAY FOR THIS WORK.
- GRASS GROWING ADJACENT TO PAVEMENT, OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER PLACEMENT OF NEW BITUMINOUS CONCRETE, SHALL BE REMOVED BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 406.25, BITUMINOUS CONCRETE PAVEMENT.
- AN ESTIMATED QUANTITY OF EARTH BORROW HAS BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING MTS FLARES WHICH SHALL BE CAPPED WITH AN ESTIMATED 75mm DEPTH OF AGGREGATE SHOULDER, RAP UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 20 CUBIC METERS OF EARTH BORROW AND 5 TONS OF AGGREGATE SHOULDER, RAP FOR EACH GUARDRAIL TERMINAL.
- EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER WILL BE EXCAVATED TO A DEPTH OF 75mm OR AS DIRECTED BY THE ENGINEER. EXCAVATED MATERIAL WILL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT, AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEMS SUCH AS ALL PURPOSE EXCAVATOR RENTAL, GRADER RENTAL, LOADER RENTAL, TRUCK RENTAL, AND POWER BROOM RENTAL. THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEMS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY WORK BEING DONE. MATERIAL REMOVED SHALL BE REPLACED WITH AGGREGATE SHOULDER, RAP.
- YIELDING MARKER POSTS, ITEM 619.17, SHALL BE USED TO DELINEATE PIPE INLETS AND OUTLETS ONLY.
- STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

**PROJECT
TYPICAL
SHEET # 1**

PROJECT NAME :	VERNON - BRATTLEBORO AC STP 2126(1)S	PROJECT NO. :	
DESIGN FILE NAME:	/pave/98cl84/pci84.dgn	PLOT DATE:	08-SEP-2009
IPARM FILE NAME:	pci84p+1.l	SURVEY DATE:	
SURVEYED BY:	WILDER/LOCKE	DRAWN BY:	WILDER
SQUAD LEADER:		SHEET:	3 OF 33