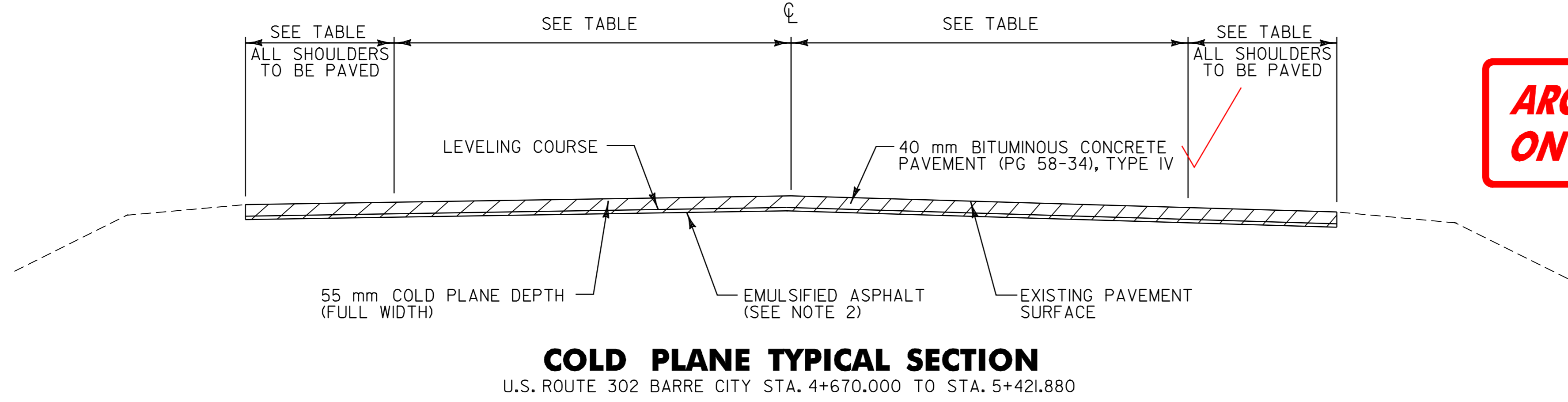
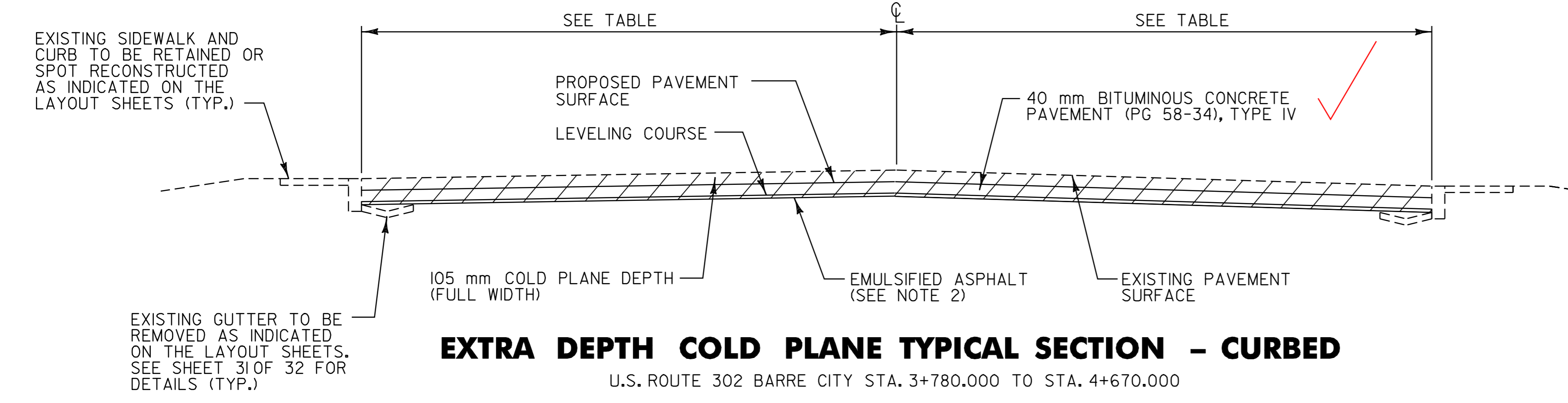
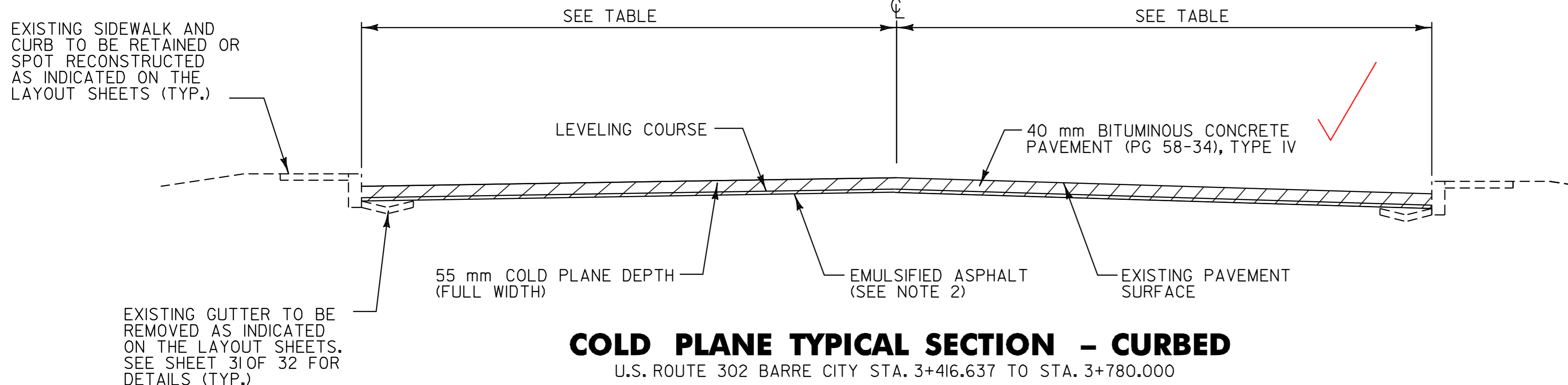


NOTES

1. THE WEARING COURSE SHALL BE TYPE IV BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IV UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. ALL ASPHALT CEMENT USED IN THE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.12 L/SM OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. BITUMINOUS CONCRETE PAVEMENT TOLERANCE = ± 5 mm (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).
4. 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 406.25 BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
5. A FULL-DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE BEGIN AND END PROJECT LOCATIONS AND AT ALL SIDE ROAD APPROACHES AS INDICATED ON THE PROJECT PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
6. ITEMS 604.40 & 604.412 ARE ESTIMATED QUANTITIES AND SHALL BE PERFORMED AT LOCATIONS INDICATED ON THE LAYOUT SHEETS AND AS DIRECTED BY THE RESIDENT ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN.
7. ALL DRIVES AND MAILBOX TURNOUTS 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 ITEM 210.10 OR 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 406.25. ALL MAILBOX TURNOUTS SHALL HAVE THE EXISTING EDGE OF PAVEMENT BACKED-UP WITH COLD PLANE GRINDINGS PRIOR TO THE PLACEMENT OF THE PAVED APRON. QUANTITIES OF THE ABOVE ITEMS HAVE BEEN INCLUDED TO PAY FOR THIS WORK.
8. 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 ITEM 301.28 SUBBASE OF CRUSHED GRAVEL (FINE GRADED).
9. GRASS GROWING ADJACENT TO PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT WHICH MAY HAMPER THE PLACEMENT OF 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 INCIDENTAL TO ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
10. 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.
11. AN ESTIMATED QUANTITY OF ITEM 613.10 STONE FILL, TYPE I HAS BEEN INCLUDED TO REPAIR THE EXISTING SIDE SLOPE AS DIRECTED BY THE RESIDENT ENGINEER.



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URBAN AREA SEED MIXTURE

% WT.	kg/ha.	NAME	PUR. %	GERM. %
42.2	38.0	CREEPING RED FESCUE	98	85
10.0	9.0	PERENNIAL RYEGRASS	95	90
42.2	38.0	KENTUCKY BLUEGRASS	85	85
5.6	5.0	ANNUAL RYEGRASS	95	85

100.0 90.0
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 4.5 tons/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

HAY MULCH:
TO BE APPLIED ON EARTH SLOPES AT THE RATE OF 4.5 tons/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 PAVING LIMITS

TOWN & ROUTE	BEGIN	END	LANE TYPICAL	WEARING DEPTH	LEVELING +	NOTES
BARRE CITY U.S. ROUTE 302	3+416.637	3+600.0	VARIABLES - SEE LAYOUT SHEETS	40 mm	105	COLD PLANE 55 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	3+600.0	3+780.0	6.1 m - 6.1 m	40 mm	79	COLD PLANE 55 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	3+780.0	3+960.0	6.1 m - 6.1 m	40 mm	78	COLD PLANE 105 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	3+960.0	4+130.0	5.1 m - 5.1 m	40 mm	63	COLD PLANE 105 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	4+130.0	4+340.0	6.1 m - 6.1 m	40 mm	93	COLD PLANE 105 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	4+340.0	4+560.0	5.8 m - 5.8 m	40 mm	92	COLD PLANE 105 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	4+560.0	4+670.0	5.5 m - 5.5 m	40 mm	45	COLD PLANE 105 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	4+670.0	4+740.0	5.5 m - 5.5 m	40 mm	27	COLD PLANE 55 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	4+740.0	5+060.0	1.2 m - 3.6 m - 3.6 m - 1.2 m	40 mm	110	COLD PLANE 55 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV
BARRE CITY U.S. ROUTE 302	5+060.0	5+421.880	0.6 m - 3.6 m - 3.6 m - 0.6 m	40 mm	106	COLD PLANE 55 mm, LEVEL WITH 15 mm TYPE IV AND PAVE WITH 40 mm TYPE IV

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

PROJECT
TYPICAL
SHEET

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/98d086/zd086.dgn		
IPARM FILE	zd086tyl.i	DATE	25-APR-2006 14
PROJ. NAME	BARRE CITY		
PROJ. NO.	ST-STP 2102(1)S		
SHEET	2	OF	32 SHEETS