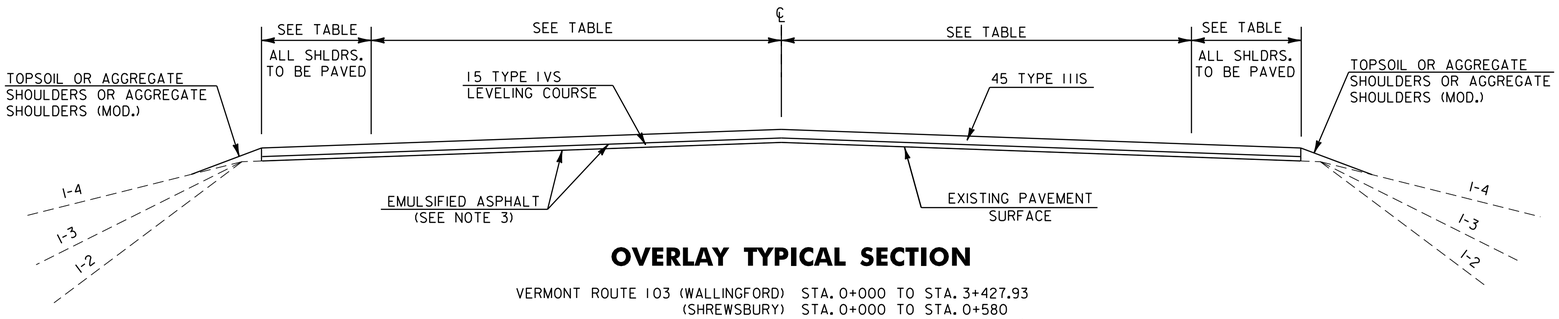
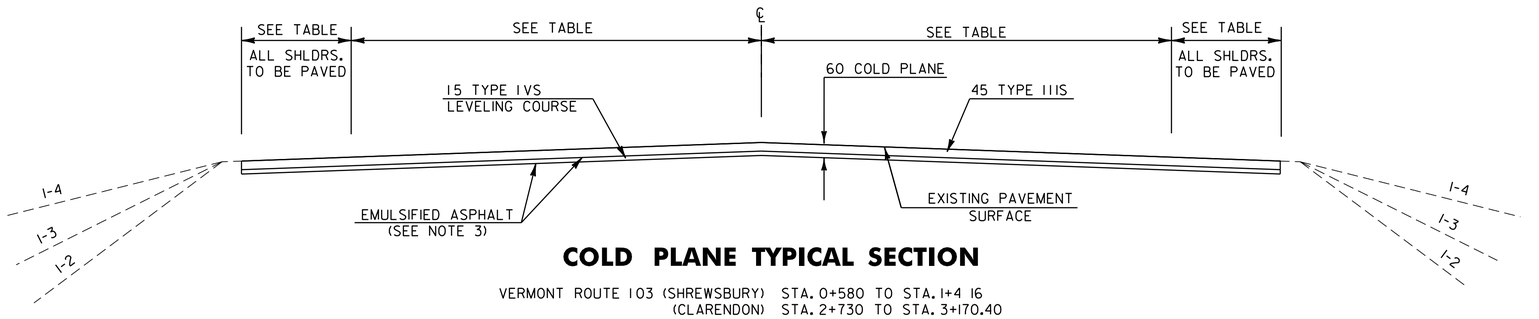


OVERLAY TYPICAL SECTION

VERMONT ROUTE 103 (WALLINGFORD) STA. 0+000 TO STA. 3+427.93
(SHREWSBURY) STA. 0+000 TO STA. 0+580
(SHREWSBURY) STA. 1+4 16 TO STA. 6+820.71
(CLARENDON) STA. 0+000 TO STA. 2+730



COLD PLANE TYPICAL SECTION

VERMONT ROUTE 103 (SHREWSBURY) STA. 0+580 TO STA. 1+4 16
(CLARENDON) STA. 2+730 TO STA. 3+170.40

NOTES

1. THE PAVEMENT WEARING COURSE SHALL BE SUPERPAVE BITUMINOUS CONCRETE TYPE IIIS . THE LEVELING COURSE SHALL BE TYPE IVS. ASPHALT CEMENT USED IN THE BITUMINOUS CONCRETE PAVEMENT SHALL BE 58-34.
2. COLD PLANING TO BE COMPLETED ACCORDING TO TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. ALL COLD PLANED AREAS SHALL BE TACKED WITH EMULSIFIED ASPHALT.
3. EMULSIFIED ASPHALT TO BE APPLIED ON EXISTING PAVEMENT, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED AREAS AT THE RATE OF 0.12 L/m^2 OR AS DIRECTED BY THE ENGINEER.
4. BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 5mm. (TOTAL THICKNESS EXCLUDING LEVELING)
5. 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 ENGINEER. PAYMENT SHALL BE MADE UNDER APPLICABLE RENTAL ITEM(S).
6. THE EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 75mm OR AS DIRECTED BY THE 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 ENGINEER.
7. 0.9m OF BACKING IS REQUIRED BEHIND FACE OF GUARD RAIL WITH 1.8m POSTS. IF THIS CANNOT BE OBTAINED, THEN 2.4m POSTS SHALL BE USED.
8. AN ESTIMATED QUANTITY OF EARTH BORROW AND ESTIMATED QUANTITIES OF ITEM 608.25, EXCAVATOR RENTAL, AND 608.37, TRUCK RENTAL, HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARD RAIL END SECTIONS WITH EXCAVATED DITCHING MATERIAL. THE GUARD RAIL END SECTIONS SHALL BE CAPPED WITH AN ESTIMATED 75mm DEPTH OF AGGREGATE SHOULDER MATERIAL UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 20 CUBIC METERS OF EARTH BORROW AND 5 TONS OF AGGREGATE SHOULDER MATERIAL FOR EACH GUARD RAIL TERMINAL.
9. ITEMS 604.40 AND 604.412 ARE ESTIMATIED QUANTITIES AND SHALL BE PERFORMED AT LOCATIONS INDICATED ON THE LAYOUT SHEETS AND AS DIRECTED BY THE RESIDENT ENGINEER. ALL D.I.s SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN.
10. ALL DRIVES SHALL RECEIVE A PAVED APRON AS DIRECTED BY THE RESIDENT ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE 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.
11. ALL EDGES OF PAVEMENT SHALL BE BACKED UP FLL 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 ARE USED WILL BE PAID FOR UNDER ITEM 402.12, AGGREGATE SHOULDERS.
12. 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 ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 490.30.
13. AREAS ADJACENT TO THE SHOULDER AND BEYOND, WHERE EXISTING GUARD RAIL IS BEING RETAINED, THAT HAVE BUILT UP EXCESS MATERIAL ARE TO BE GRADED IN ORDER TO ALLOW THE SHOULDER TO DRAIN. PAYMENT IS UNDER ITEM 203.99, SHOULDER BERM REMOVAL.

PROJECT PAVING LIMITS

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING †	NOTES
WALLINGFORD VERMONT ROUTE 103	0+000.00	0+610	2.1m - 3.6m - 3.6m - 2.1m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	0+610	0+735	0.9m - 3.3m - 3.3m - 0.9m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	0+735	3+427.93	0.9m - 3.3m - 3.3m - 0.9m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
SHREWSBURY VERMONT ROUTE 103	0+000.00	0+580	0.9m - 3.3m - 3.3m - 0.9m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	0+580	0+780	0.9m - 3.3m - 3.3m - 0.9m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIS
	0+780	1+040	2.4m - 3.3m - 3.3m - 2.4m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIS
	1+040	1+160	2.4m - 3.3m - 3.3m - 2.4m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIS
	1+160	1+200	0.9m - 3.3m - 3.3m - 0.9m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIS
	1+200	1+416	0.9m - 3.3m - 3.3m - 0.9m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIS
	1+416	2+215	0.9m - 3.3m - 3.3m - 0.9m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	2+215	2+320	3.0m - 3.3m - 3.3m - 3.0m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	2+320	2+775	3.0m - 3.3m - 3.3m - 3.0m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	2+775	2+800	1.2m - 3.3m - 3.3m - 1.2m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	2+800	3+380	1.2m - 3.3m - 3.3m - 1.5m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	3+380	3+495	1.8m - 3.6m - 3.6m - 1.8m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	3+495	3+740	1.8m - 3.6m - 3.6m - 1.8m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	3+740	3+750	NO PAVING ACROSS RAILROAD TRACKS			
	3+750	5+215	1.8m - 3.6m - 3.6m - 1.8m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	5+215	5+300	0.9m - 3.3m - 3.6m - 3.6m - 1.2m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	5+300	6+150	0.9m - 3.3m - 3.6m - 3.6m - 1.2m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	6+150	6+245	2.4m - 3.6m - 3.6m - 2.4m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	6+245	6+260	2.4m - 3.6m - 3.6m - 2.4m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	6+260	6+295	NO PAVING ACROSS RAILROAD TRACKS			
	6+295	6+820.71	2.4m - 3.6m - 3.6m - 2.4m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
CLARENDON VERMONT ROUTE 103	0+000.00	2+700	2.4m - 3.6m - 3.6m - 2.4m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	2+700	2+730	3.0m - 3.6m - 3.6m - 3.0m	45		LEVEL WITH 15 mm TYPE IVS + 45 mm TYPE IIIS
	2+730	2+977	3.0m - 3.6m - 3.6m - 3.0m	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIS
	2+977	3+170.40	VARIES - SEE PLANS	45		COLD PLANE 60 mm, LEVEL + 45 mm TYPE IIIS

RURAL AREAS - SEED MIXTURE

% WT	kg/ha	NAME	PUR %	GERM %
37.1	26.0	CREEPING RED FESCUE	98	85
37.1	26.0	TALL FESCUE	95	90
5.7	4.0	RED TOP	95	90
14.4	10.0	BIRDSFOOT TREFOIL	98	85
5.7	4.0	ANNUAL RYE GRASS	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 SEED.

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

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

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

MARKER POSTS:
TO BE PLACED AT PIPE INLETS AND OUTLETS ONLY.

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED

PROJECT TYPICAL SHEET

PROJECT: WALLINGFORD-CLARENDON
PROJECT NO.: NH 2216(I)S

DESIGN FILE NAME: /pave/99b184/pb184.dgn
IPARM FILE NAME: pb184pt01.i
SURVEYED BY: SJL, ACT
SQUAD LEADER: JAV

PLOT DATE: 13-NOV-2013 13:
SURVEY DATE:
DRAWN BY: ACT
SHEET: 2 OF 51