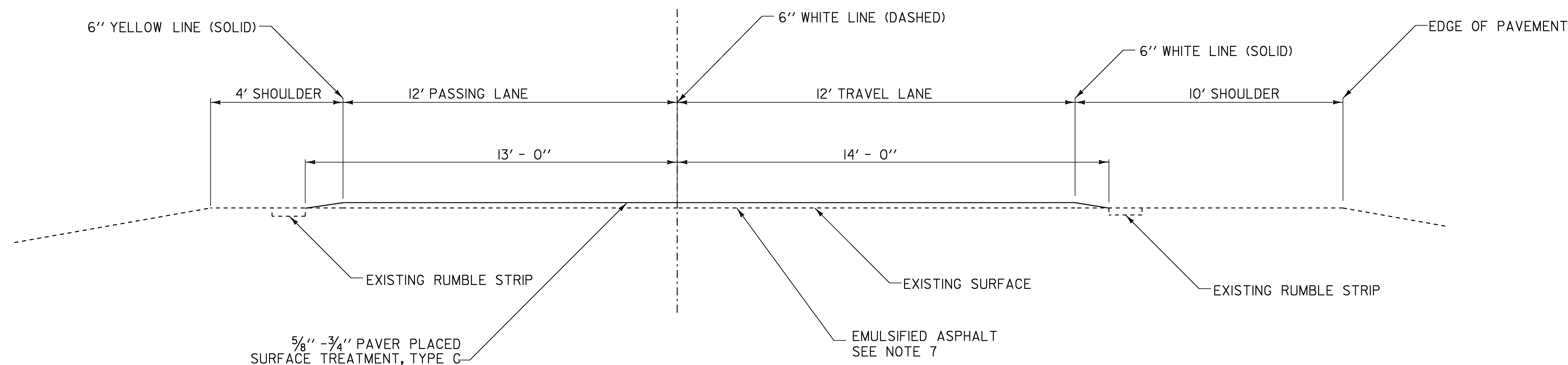




TYPICAL SECTION
I 89 (SB & NB) MM 91.875 TO MM 98.005

NOT TO SCALE

NOTES:

1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POT-HOLE REPAIR, AND CRACK-SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF THE PAVER PLACED SURFACE TREATMENT. ALL CRACKS GREATER THAN 0.10" AND UP TO 1.0" IN WIDTH SHALL BE SEALED USING THE "BLOW AND GO" METHOD. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE PAID FOR UNDER ITEM 417.20, BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD. THE PATCHING OF ALL CRACKS GREATER THAN 1.0" AND ALL OTHER PATCHING AND POT-HOLE REPAIR SHALL BE COMPLETED USING BITUMINOUS CONCRETE PAVEMENT IN ACCORDANCE WITH ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I). AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.

2. EXISTING SHOULDER PAVEMENT SURFACES BEYOND THE LIMITS OF THE PAVER PLACED SURFACE TREATMENT SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POT-HOLE REPAIR TREATMENTS, AS DIRECTED BY THE RESIDENT ENGINEER.

3. FOLLOWING COMPLETION OF COLD PLANING, THE MILLED SURFACE FOR ALL BRIDGES SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POT-HOLE REPAIR TREATMENTS, AS DIRECTED BY THE RESIDENT ENGINEER.

4. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO APPLYING THE PAVER PLACED SURFACE TREATMENT. PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO ANY CRACK SEALING BEING PERFORMED. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT.

5. A 50' COLD PLANED WEDGE SHALL BE CONSTRUCTED AT THE PROJECT BEGIN, PROJECT END, AND AT ALL BRIDGE APPROACHES; 25' COLD PLANED WEDGE AT U-TURNS, OR AS DIRECTED BY THE RESIDENT ENGINEER. THE LONGITUDINAL EDGES OF THE SURFACE TREATMENT SHALL BE FEATHERED AS SHOWN ON THE TYPICAL SECTION, OR AS DIRECTED BY THE RESIDENT ENGINEER. ANY SAWCUTTING AT BUTT JOINTS SHALL BE PAID INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT.

6. IF IT IS DETERMINED IN AREAS ALONG THE BASE OF THE GUARDRAIL WHERE WINTER SAND AND OTHER DEBRIS HAS ACCUMULATED SUFFICIENTLY TO AFFECT PROPER CRACK-SEALING AND RELATED PATCHING AND POT-HOLE REPAIR TREATMENTS, THIS MATERIAL SHALL BE REMOVED PRIOR TO CRACK-SEALING, PATCHING, AND POT-HOLE REPAIR AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY FOR ITEM 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.

7. FOR ESTIMATING PURPOSES, A TARGET APPLICATION RATE OF 0.25 GAL/SY WAS USED FOR THE POLYMER MODIFIED ASPHALT EMULSION PRIMER (TACK) COAT. ACTUAL YIELD SHALL BE CHECKED FOR EACH DAY'S PRODUCTION OF PAVER PLACED SURFACE TREATMENT PLACEMENT. ACTUAL YIELD SHALL VARY BY NO MORE THAN +/- 0.05 GAL/SY ON A DAILY BASIS. IF THE APPLICATION RATE IS LESS THAN 0.25 GAL/SY FOR TWO CONSECUTIVE DAYS THE CONTRACTOR SHALL TAKE CORRECTIVE ACTION AS DIRECTED BY THE ENGINEER.

TYPICAL SECTION - PAVER PLACED SURFACE TREATMENT, TYPE C	PROJECT NAME: COLCHESTER	
	PROJECT NUMBER: IM SURF (I2)	
	FILE NAME: ...08a154\...P08a154.dgn	PLOT DATE: 01-JUN-2009
	PROJECT LEADER: DOMEY	DRAWN BY: JLR
	DESIGNED BY: JLR	CHECKED BY: PAVT MGMT
	IPARM FILE NAME: p08a154+yp.l	SHEET 2 OF 11