GENERAL NOTES

1. THE WEARING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. ALL LIQUID ASPHALT USED IN BITUMINOUS CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH SUBSECTION 490.03(b).

2. ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H) SHALL BE APPLIED ON ALL COLD PLANED SURFACES AT A RATE OF 0.080 GAL/SY OR AS DIRECTED BY THE ENGINEER. SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H) SHALL BE APPLIED BETWEEN PAVED SURFACES AT A RATE OF 0.025 TO 0.040 GAL/SY.

3. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 INCH (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).

4. COLD PLANING TO BE COMPLETED ACCORDING TO THE TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. A FULL- DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT ALL APPROACHES AS DIRECTED BY THE ENGINEER. ALL BUTT JOINTS SHALL BE SAW CUT, INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT. THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ADJACENT TO EXISTING DROP INLETS OR CATCH BASINS. ANY DAMAGE WHICH OCCURS TO THESE DRAINAGE STRUCTURES AS A RESULT OF THESE OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE STATE OF VERMONT. IN AREAS OF RUTTING, THE COLD PLANE DEPTH SHOULD BE MEASURED FROM THE HIGH POINTS OF THE ROADWAY SECTION.

5. THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ON BRIDGE DECKS. SHOULD ANY DAMAGE OCCUR TO THE DECK OR MEMBRANE AS A RESULT OF THESE OPERATIONS THE ENGINEER SHALL CONTACT THE VAOT CONSTRUCTION STRUCTURES ENGINEER TO PROVIDE AN ASSESSMENT OF THE DAMAGE AND RECOMMEND ANY NECESSARY REPAIRS. THE CONSTRUCTION STRUCTURES ENGINEER WILL ALSO DETERMINE IF THE DAMAGE WAS AVOIDABLE. IF THE CONTRACTOR IS DETERMINED BY THE ENGINEER TO BE AT FAULT FOR THE DAMAGE, THE RECOMMENDED REPAIRS SHALL BE COMPLETED BY THE CONTRACTOR AT NO COST TO THE STATE.

6. ALL DI'S AND CB'S TO BE REHABILITATED AS SHOWN ON THE PLANS AND PAID FOR UNDER ITEM 604.412 OR 604.415 REHAB. DI, CB OR MH CLASS I OR II. THE STRUCTURE SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN. TYPE B GRATES SHALL BE USED FOR ALL REHABILITATED DI'S AND CB'S IN PAVEMENT ADJACENT TO BITUMINOUS CURBING. DRAINAGE STRUCTURES CALLING FOR REHAB HAVE BEEN DISTRIBUTED BETWEEN ITEMS 604.412 AND 604.415. FOR ESTIMATING PURPOSES THE DISTRIBUTION IS AS FOLLOWS: ITEM 604.412, 80%, ITEM 604.415, 20%.

7. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING AND POT HOLE REPAIR SHALL BE PERFORMED FOLLOWING COLD PLANING AND PRIOR TO PAVING. 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). ALL BRIDGE DECKS WITHIN THE PROJECT LIMITS SHALL ALSO RECEIVE SURFACE PREPARATION PRIOR TO PAVING. AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.

8. ALL EDGES OF PAVEMENT (EXCEPT IN CURBED SECTIONS) SHALL CONFORM TO THE SAFETY EDGE DETAIL. ALL EDGES OF PAVEMENT AND ALL CURB AT GUARDRAIL LOCATIONS SHALL BE BACKED UP FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.13, AGGREGATE SHOULDERS, RAP.

9. ALL BITUMINOUS CONCRETE PAVEMENT WORK WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS AROUND DROP INLETS) SHALL BE PAID FOR AT THE CONTRACT PRICE FOR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.

10. AREAS ADJACENT TO THE SHOULDER WHERE EXISTING GUARDRAIL IS BEING RETAINED THAT HAVE BUILT-UP EXCESS MATERIAL ARE TO BE GRADED IN ORDER TO ALLOW THE SHOULDER TO DRAIN AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER ITEM 203.40 SHOULDER BERM REMOVAL.

11. AREAS ADJACENT TO THE SHOULDER WHERE NO GUARDRAIL EXISTS THAT HAVE BUILT UP EXCESS MATERIAL ARE TO BE GRADED IN ORDER TO ALLOW THE SHOULDER TO DRAIN AS DIRECTED BY THE ENGINEER AND SHALL BE PAID UNDER THE APPROPRIATE RENTAL ITEMS.

12. ESTIMATED QUANTITIES OF ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I, ITEM 608.37 TRUCK RENTAL AND ITEM 608.40 LOADER RENTAL, TYPE I HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL FLARES. 25 CUBIC YARDS OF ITEM 203.30 EARTH BORROW HAS BEEN INCLUDED TO PROVIDE FOR FLARE CONSTRUCTION. THE GUARDRAIL FLARES SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF DITCHING MATERIAL OR ITEM 651.35 TOPSOIL UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ITEM 653.20 TEMPORARY EROSION MATTING, SHALL BE PLACED ON SLOPES GREATER THE 1:6 CREATED BY THE GUARDRAIL FLARE. THE QUANTITIES REFLECT 25 SY OF ITEM 653.20 TEMPORARY EROSION MATTING FOR EACH NEW GUARDRAIL FLARE.

13. AN ESTIMATED QUANTITY OF ITEM 619.17 YIELDING MARKER POSTS HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS AND DROP INLETS LOCATED OUTSIDE OF THE PAVEMENT SURFACE OR AS DIRECTED BY THE ENGINEER.

14. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID THE ACCUMULATION OF DEBRIS IN THE DRAINAGE STRUCTURES AND EXPANSION JOINTS. THE CONTRACTOR SHALL EXAMINE THESE FEATURES ON A REGULAR BASIS TO ENSURE THAT DEBRIS HAS NOT ACCUMULATED. ANY DEBRIS WHICH IS PRESENT SHALL BE REMOVED PRIOR TO THE COMPLETION OF THE PROJECT BY THE CONTRACTOR AT NO COST TO THE STATE.

15. STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT. 3'-7" OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 6' POSTS.

16. ESTIMATED QUANTITIES OF ITEM 613.10 STONE FILL, TYPE I AND ITEM 649.31 GEOTEXTILE UNDER STONE FILL HAVE BEEN INCLUDED TO USE AS DIRECTED BY THE ENGINEER.

17. THE CONTRACTOR SHALL MAINTAIN COLD PLANE AND PAVING DEPTHS THAT DO NOT REDUCE THE CLEARANCE HEIGHTS OF THE ROADWAY AND SHOULDERS UNDER ALL OVERPASS BRIDGES. THESE HEIGHTS SHALL BE RECORDED BY THE ENGINEER PRIOR TO THE START OF CONSTRUCTION AND SHALL BE RE-MEASURED AFTER PAVING OPERATIONS ARE COMPLETE. IF IT IS DETERMINED THAT A REDUCTION IN CLEAR HEIGHT HAS OCCURRED THE CONTRACTOR SHALL REESTABLISH THE ORIGINAL CLEAR HEIGHT AT NO ADDITIONAL EXPENSE TO THE STATE.

18. ASPHALTIC PLUG-TYPE JOINT SHALL BE INSTALLED AT THE FOLLOWING LOCATIONS, (SEE BRIDGE JOINT ASPHALTIC PLUG (STRUCTURES DETAIL SD-516.10)).

BARNET:	BRIDGE 69S	113.132 40 FT PLUG JOINT
BARNET:	BRIDGE 69S	113.150 40 FT PLUG JOINT
BARNET:	BRIDGE 70S	118.194 42 FT PLUG JOINT
BARNET:	BRIDGE 70S	118.211 42 FT PLUG JOINT
BARNET:	BRIDGE 71S	120.473 38 FT PLUG JOINT
BARNET:	BRIDGE 71S	120.494 38 FT PLUG JOINT
BARNET:	BRIDGE 74S	121.156 70 FT PLUG JOINT
BARNET:	BRIDGE 76S	122.590 40 FT PLUG JOINT
BARNET:	BRIDGE 76S	122.609 40 FT PLUG JOINT
BARNET:	BRIDGE 78S	123.458 40 FT PLUG JOINT

19. THE SOUTHBOUND ALIGNMENT STATIONING SHALL BE ESTABLISHED BY USING THE MILE MARK 128 PLAQUE AT (MM 128.00). THE PROJECT WILL BEGIN AT THE NORTHERLY EXPANSION JOINT OF BRIDGE 67S AND MEASURING NORTHERLY TO 50 FEET SOUTH OF THE SOUTHERN FINGER PLATE JOINT ON BRIDGE 82S (MM 128.556).

NOT TO SCALE

GENERAL NOTES SHEET

PROJECT NAME: NEWBURY-ST. JOHNSBURY

PROJECT NUMBER: AC IM 091-2(76)

FILE NAME: 06a046
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06A046_04

PLOT DATE: 29-JUL-2014 16:46
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 4 OF 33