

## 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. THE BASE COURSE FOR SHOULDER REPAIRS SHALL BE TYPE IIIS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE BASE COURSE FOR ACCELERATION / DECELERATION LANE EXTENSIONS SHALL BE TYPE IS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. ALL LIQUID ASPHALT USED IN BITUMINOUS CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH SECTION 490 OF THE GENERAL SPECIAL PROVISIONS.
2. ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH) SHALL BE APPLIED ON ALL COLD PLANED SURFACES AT A RATE OF 0.080 GAL/SY OR AS DIRECTED BY THE RESIDENT ENGINEER. SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH) 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 RESIDENT ENGINEER. ALL BUTT JOINTS SHALL BE SAW CUT, INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT. IN AREAS OF RUTTING, THE COLD PLANE DEPTH SHOULD BE MEASURED FROM THE HIGH POINTS OF THE ROADWAY SECTION.
5. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POT HOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED FOLLOWING COLD PLANING AND PRIOR TO PAVING. CRACK SEALING SHALL BE PERFORMED IN THE SOUTHBOUND BARREL BETWEEN ~~MM 73.00 - 74.00~~ AND ~~MM 75.00 - 76.00~~. 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 UNDER ITEM 417.20 BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD (AASHTO M 324 (ASTM D 6690) TYPE II). 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 CRACK SEALING AND RELATED SURFACE PREPARATION PRIOR TO PAVING. AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK. MM 66.00 TP MM 67.00 AND MM 68.00 TO MM 69.00
6. THE CONTRACTOR SHALL REBUILD THE EXISTING SHOULDERS AS SHOWN ON THE TYPICAL SECTIONS AND WIDENING FOR THE ACCELERATION/DECELERATION LANE AS SHOWN IN THE PAVEMENT WIDENING DETAILS. IF THE CONTRACTOR ELECTS TO COLD PLANE THE 10' SHOULDER PRIOR TO COLD PLANING THE ADJACENT TRAVEL LANE, THE BASE COURSE SHALL BE PAVED THE SAME WORKDAY. IF THE CONTRACTOR CHOOSES TO COLD PLANE 4' ON THE 10' SHOULDER IN TWO PASSES, PAYMENT FOR COLD PLANING WILL ONLY BE MADE FOR THE FIRST PASS. FINAL GRADING OF THE EXPOSED SHOULDER SUBBASE MATERIAL SHALL BE COMPLETED AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF ITEM 608.15, POWER GRADER RENTAL HAS BEEN INCLUDED TO COMPLETE THIS WORK.
7. ALL D'S AND CB'S TO BE REHABILITATED AS SHOWN ON THE PLANS AND PAID FOR UNDER 604.412 OR 604.415 REHAB. DI, CB OR MH CLASS I OR II 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 D'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%.
8. THE CONTRACTOR SHALL PAVE ALL U-TURNS LOCATED WITHIN THE PROJECT AREA AS DETAILED ON SHEET 11 OR AS DIRECTED BY THE RESIDENT ENGINEER.
9. ALL EDGES OF PAVEMENT 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 RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.13, AGGREGATE SHOULDERS, RAP.
10. 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.
11. 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 RESIDENT ENGINEER. PAYMENT WILL BE MADE UNDER ITEM 203.40 SHOULDER BERM REMOVAL.
12. 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 RESIDENT ENGINEER AND SHALL BE PAID FOR UNDER ITEM 608.15 POWER GRADER RENTAL.
13. ESTIMATED QUANTITIES OF ITEMS 608.25, ALL PURPOSE EXCAVATOR RENTAL, TYPE I, 608.37, TRUCK RENTAL AND 608.40, LOADER RENTAL, TYPE I HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL FLARES. 25 CUBIC YARDS OF EARTH BORROW HAS BEEN INCLUDED AT EACH LOCATION TO PROVIDE FOR FLARES. 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 RESIDENT ENGINEER. ITEM 653.20, TEMPORARY EROSION MATTING, SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL FLARE. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.20, TEMPORARY EROSION MATTING FOR EACH NEW GUARDRAIL FLARE.
14. 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 RESIDENT ENGINEER.
15. 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.
16. STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT. 3' OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 6' POSTS. IF THIS CANNOT BE OBTAINED, THEN 8' POSTS SHALL BE USED.
17. ESTIMATED QUANTITIES OF ITEM 613.10 STONE FILL, TYPE I; ITEM 649.31 GEOTEXTILE UNDER STONE FILL; AND ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I HAVE BEEN INCLUDED TO PROVIDE FOR THE REMOVAL OF PAVED GUTTERS AND REPAIR OF WASHOUTS LOCATED ALONG THE ROADWAY SIDE SLOPES AS DIRECTED BY THE RESIDENT ENGINEER.
18. 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 RESIDENT 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.
19. THERE ARE R.W.I.S. SENSORS IN THE PAVEMENT AT MM 68.400 NORTHBOUND AND SOUTHBOUND THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONTACT MARK GERRISH, FIBER OPTIC PROJECT MANAGER, VTRANS OPERATIONS DIVISION AT 802-828-2834 48 HOURS PRIOR TO ANY WORK IN THIS AREA SO THAT MARK, OR HIS REPRESENTATIVE, CAN REMOVE THESE SENSORS. INSTALLATION OF NEW SENSORS WILL BE PERFORMED BY OTHERS FOLLOWING COMPLETION OF THE PROJECT.
20. AN ESTIMATED QUANTITY OF 10 CY OF ITEM 900.608, SPECIAL PROVISION (CONTROLLED DENSITY (FLOWABLE) FILL) HAS BEEN INCLUDED IN THE CONTRACT TO BE USED AT THE DISCRETION OF THE RESIDENT ENGINEER BETWEEN MM 72.680 TO 72.720 TO FILL VISIBLE SURFACE VOIDS WITHIN THE MEDIAN EMBANKMENT.
21. EXISTING MILE MARKER PLAQUES WERE FOUND TO BE INACCURATE. A FUTURE SIGNING PROJECT WILL CORRECT THE MILE MARKER PLAQUES. THE NORTHBOUND ALIGNMENT STATIONING SHALL BE ESTABLISHED BY BEGINNING AT THE NORTHERLY EXPANSION JOINT OF BRIDGE 39N (MM ~~66.495~~) AND MEASURING 66.218 NORTHERLY TO 50' SOUTH OF THE SOUTHERN FINGER PLATE JOINT ON BRIDGE 48N (MM 74.762). THE SOUTHBOUND ALIGNMENT STATIONING SHALL BE ESTABLISHED BY BEGINNING AT THE PAVEMENT JOINT AT MM 76.450 AND MEASURING SOUTHERLY TO A POINT 135' NORTH OF THE BRIDGE 40S NORTHERN EXPANSION JOINT (MM ~~66.453~~). 66.459
22. ITEM 900.675 SPECIAL PROVISION (COLD PLANING, BITUMINOUS PAVEMENT FOR SUPERELEVATION CORRECTION) HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH ESTABLISHING THE CORRECT SUPERELEVATION RATES AT THE SPECIFIED DEPTHS BETWEEN MILE MARKERS 73.542 AND 74.593 NORTHBOUND AS REQUIRED ON SHEET 45 OF 60.

## GENERAL NOTES SHEET

PROJECT NAME: HARTLAND-NORWICH	
PROJECT NUMBER: IM 091-1(59)	
FILE NAME: /pave/06a202/p06a202.dgn	PLOT DATE: 19-JUN-2013 09:24
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NULL	CHECKED BY: PTS
IPARM FILE NAME: 06A202-08	SHEET 8 OF 60

NOT TO SCALE