

NOTES:

1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POT-HOLE REPAIR, AND CRACK-SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF THE FOG SEAL TREATMENT. ALL CRACKS GREATER THAN 0.10" AND UP TO 1.0" IN WIDTH SHALL BE FILLED USING THE "BLOW AND GO" FILL 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. ALL BRIDGE DECKS WITHIN THE PROJECT LIMITS SHALL ALSO RECEIVE CRACK-SEALING AND RELATED SURFACE PREPARATION PRIOR TO APPLYING THE FOG SEAL TREATMENT.

2. EXISTING SHOULDER PAVEMENT SURFACES BEYOND THE LIMITS OF THE MICROSURFACE TREATMENT SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POT-HOLE REPAIR TREATMENTS.

3. AN ESTIMATED QUANTITY OF ITEM 900.680, SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT - SMALL QUANTITY) HAS BEEN INCLUDED IN THE CONTRACT TO SPOT LEVEL AREAS IN THE TRAVEL AND PASSING LANES WHERE THE EXISTING OPEN - GRADED - FRICTION SURFACE HAS BEEN COMPLETELY REMOVED OR SIGNIFICANTLY DAMAGED EXPOSING THE UNDERLYING BITUMINOUS CONCRETE LAYER. THESE AREAS WILL BE IDENTIFIED AND TREATED AS DIRECTED BY THE RESIDENT ENGINEER.

4. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO APPLYING THE FOG SEAL 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. FOG SEAL SHALL BE APPLIED AT THE RATE OF 0.15 GAL./S.Y. (+/- 0.05 GAL./S.Y.).

6. FOG SEAL SHALL BE APPLIED PRIOR TO MICROSURFACING APPLICATION WITH THE EXPECTATION THAT THE FIRST MICROSURFACE COURSE WILL BE APPLIED WITHIN 24 TO 48 HOURS OF FOG SEAL APPLICATION OR AS DIRECTED BY THE ENGINEER.

7. FOG SEAL MUST BE ALLOWED TO CURE COMPLETELY BEFORE APPLICATION OF MICROSURFACING TREATMENT, OR AS DIRECTED BY THE ENGINEER.

8. MAINLINE MICROSURFACING TREATMENT SHALL BE APPLIED IN TWO APPLICATIONS FROM RUMBLE STRIP TO RUMBLE STRIP AS SHOWN ON THE PROJECT TYPICAL SECTION. AN OVERALL APPLICATION RATE OF 38 LB/SY FOR THIS AREA HAS BEEN USED FOR THE PURPOSES OF QUANTITY CALCULATION. THE AREA ON THE 10' SHOULDER FROM THE EDGE OF PAVEMENT TO THE EDGE OF RUMBLE STRIP SHALL RECEIVE ONE APPLICATION OF MICROSURFACE TREATMENT AS SHOWN ON THE PROJECT TYPICAL SECTION. AN APPLICATION RATE OF 18 LB/SY FOR THIS AREA HAS BEEN USED FOR THE PURPOSES OF QUANTITY CALCULATION.

9. PRIOR TO THE APPLICATION OF FOG SEAL AND MICROSURFACE TREATMENT, THE RESIDENT ENGINEER AND THE CONTRACTOR ARE TO INSPECT THE ROADWAY SURFACE FOR THE PRESENCE OF ROAD KILLED ANIMAL CARCASSES, AND OTHER DELETERIOUS MATERIALS. ANY IDENTIFIED AREAS ARE TO BE REMOVED AND CLEANED WITH A MIXTURE OF WATER AND BLEACH IN A 10% SOLUTION ALONG WITH LIQUID DETERGENT. PAYMENT IS INCIDENTAL TO ITEMS 900.680 SPECIAL PROVISION (MICROSURFACE TREATMENT, TYPE II) AND 900.683 SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT).

10. 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.

II. NO COLD PLANING IS NEEDED UNDER THIS ALTERNATIVE. ALL MICROSURFACING SHALL BE FEATHERED AS DIRECTED BY THE RESIDENT ENGINEER AT THE BEGINNING/END PROJECT LIMITS, THE END OF INTERCHANGE RAMPS AND AT ALL U-TURNS.

<b>MICROSURFACE TREATMENT, TYPE II NOTES</b>	PROJECT NAME: WATERFORD - LYNDON	
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