

NOTES:

1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK-SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF THE FOG SEAL SURFACE TREATMENT. ALL CRACKS GREATER THAN 0.10 INCH AND UP TO 1.0 INCH 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 (AASHTO M 324(ASTM D 6690) TYPE II). THE PATCHING OF ALL CRACKS GREATER THAN 1.0 INCH 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 SURFACE TREATMENT.
2. EXISTING SHOULDER PAVEMENT SURFACES BEYOND THE LIMITS OF THE MICROSURFACE TREATMENT SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS.
3. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO ANY CRACK SEALING BEING PERFORMED AND PRIOR TO APPLYING THE FOG SEAL SURFACE TREATMENT. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT.
4. FOG SEAL SHALL BE APPLIED AT THE RATE OF 0.15 GAL./S.Y. (+/- 0.05 GAL./S.Y.).
5. 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.
6. FOG SEAL MUST BE ALLOWED TO CURE COMPLETELY BEFORE APPLICATION OF MICROSURFACING TREATMENT, OR AS DIRECTED BY THE ENGINEER.
7. THE MAINLINE LEVELING COURSE SHALL BE SPECIAL PROVISION (MICROSURFACE TREATMENT, TYPE III) AND SHALL BE APPLIED FROM RUMBLE STRIP TO RUMBLE STRIP AS SHOWN ON THE PROJECT TYPICAL SECTION. AN ESTIMATED APPLICATION RATE FOR THIS AREA OF 20 LB/SY HAS BEEN USED FOR THE PURPOSES OF QUANTITY CALCULATION. FOLLOWING COMPLETION OF THIS APPLICATION FOR THE FULL LENGTH OF THE LANES IN ONE DIRECTION (BEGIN PROJECT TO END PROJECT), VTRANS WILL CONDUCT AUTOMATED SURVEYS TO MEASURE THE SURFACE CROSS - SECTION, NOT LESS THAN 7 DAYS AND NOT MORE THAN 14 DAYS FOLLOWING PLACEMENT OF THE LAST DAY'S PRODUCTION. RUT DEPTHS WILL BE REPORTED AT 0.10 MILE INCREMENTS AND ANY SECTIONS REPORTED WITH RUT DEPTHS 0.10 INCHES OR GREATER WILL REQUIRE ADDITIONAL LEVELING SUCH THAT RETESTING AFTER ANOTHER 7 TO 14 DAY CURING PERIOD REVEALS THE AVERAGE RUT DEPTH OVER THAT SECTION RESULTS IN LESS THAN 0.10 INCHES. ANY MATERIAL REQUIRED FOR ADDITIONAL AND SUBSEQUENT LEVELING TO THE FIRST COURSE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE FIRST PASS LEVELING COURSE. PLACEMENT OF THE WEARING COURSE SHALL NOT PROCEED UNTIL THE FULL LENGTH (BEGIN PROJECT TO END PROJECT) OF THE SURVEYED AREA HAS NO 0.10 MILE SECTION WITH RUT DEPTHS AVERAGING 0.10 INCHES OR GREATER, OR AS DIRECTED BY THE ENGINEER. RAMP PAVING WILL BE EXEMPT FROM THIS REQUIREMENT.
8. THE MAINLINE WEARING COURSE SHALL BE SPECIAL PROVISION (MICROSURFACE TREATMENT, TYPE II) AND SHALL BE APPLIED FROM RUMBLE STRIP TO RUMBLE STRIP AND ON THE 10 FOOT SHOULDER FROM THE EDGE OF PAVEMENT TO THE EDGE OF RUMBLE STRIP AS SHOWN ON THE PROJECT TYPICAL SECTION. AN ESTIMATED APPLICATION RATE FOR THIS AREA OF 16 LB/SY HAS BEEN USED FOR THE PURPOSES OF QUANTITY CALCULATION.
9. PRIOR TO THE APPLICATION OF FOG SEAL AND MICROSURFACE TREATMENT AND AFTER INITIAL SURFACE PREPARATION AS DESCRIBED IN NOTE 1 ABOVE, 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 THAT WINTER SAND AND OTHER DEBRIS HAS ACCUMULATED SUFFICIENTLY TO AFFECT PROPER CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, THIS MATERIAL SHALL BE REMOVED PRIOR TO CRACK-SEALING, PATCHING, AND POTHOLE 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.
11. NO COLD PLANING IS NEEDED. ALL MICROSURFACING SHALL BE FEATHERED AS DIRECTED BY THE RESIDENT ENGINEER AT THE BEGINNING/END OF PROJECT LIMITS, EDGE OF TREATMENT AT RUMBLE STRIPS, THE END OF INTERCHANGE RAMP AND AT ALL U-TURNS.
12. THERE ARE R.W.I.S. SENSORS IN THE PAVEMENT AT M.M. III.00 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.

MICROSURFACE TREATMENT, TYPE II & III NOTES	PROJECT NAME: GEORGIA - ST. ALBANS
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