

GENERAL NOTES

1. 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.
2. 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.
3. 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 D). ALL BRIDGE DECKS WITHIN THE PROJECT LIMITS THAT ARE NOT LISTED IN THE BRIDGE APPROACH STOP/RESUME WORK DETAIL ON SHEET 11 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.
4. GRASS GROWING ADJACENT TO THE PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE PAVEMENT, SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
5. THE CONTRACTOR SHALL REBUILD THE EXISTING SHOULDERS AS SHOWN ON THE TYPICAL SECTIONS. 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 ENGINEER. AN ESTIMATED QUANTITY OF ITEM 608.15, POWER GRADER RENTAL HAS BEEN INCLUDED TO COMPLETE THIS WORK. REMOVAL OF EXCESS SHOULDER MATERIAL TO PROVIDE FINISHED SHOULDER GRADE SHALL BE PAID FOR UNDER ITEM 203.15, COMMON EXCAVATION.
6. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 1/4" +/- (TOTAL THICKNESS EXCLUDING LEVELING COURSE).
7. EMULSIFIED ASPHALT TYPE RS-IH OR CRS-IH SHALL BE APPLIED AS A TACK COAT ON ALL EXISTING OR COLD PLANED PAVEMENT SURFACES AT THE RATE OF 0.080 GAL/SY AND BETWEEN ALL COURSES OF BITUMINOUS CONCRETE PAVEMENT AT THE RATE OF 0.025 TO 0.040 GAL/SY OR AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE UNDER ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH).
8. THE INTERMEDIATE 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 IIS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. ALL LIQUID ASPHALT USED IN BITUMINOUS CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH SUBSECTION 490.03b.
9. THE CONTRACTOR SHALL PAVE ALL U-TURNS LOCATED WITHIN THE PROJECT AREA AS DETAILED ON SHEET 10 OR AS DIRECTED BY THE ENGINEER.
10. ALL EDGES OF PAVEMENT (EXCEPT IN CURBED SECTIONS) SHALL CONFORM TO THE SAFETY EDGE DETAIL ON SHEET 10. 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.
11. 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.
12. COMPACTION, GRADING, AND CLEAN UP OF ITEM 301.26, SUBBASE OF CRUSHED GRAVEL, FINE GRADED, ITEM 402.13, AGGREGATE SHOULDERS, RAP AND ITEM 651.35, TOPSOIL, IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF EACH ITEM.
13. ALL DI'S AND CB'S TO BE REHABILITATED AS SHOWN ON THE PLANS AND PAID FOR UNDER ITEM 604.412 REHAB. DI, CB OR MH CLASS 1 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.
14. 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.
15. 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. THIS WORK WILL BE PAID UNDER THE APPROPRIATE RENTAL ITEMS.
16. AN ESTIMATED QUANTITY 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 AT EACH GUARDRAIL FLARE TO PROVIDE FOR FLARE CONSTRUCTION. THE GUARDRAIL FLARES SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF TOPSOIL UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ITEM 653.20, TEMPORARY EROSION MATTING SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL FLARE. THE QUANTITIES REFLECT 25 SY OF ITEM 653.20, TEMPORARY EROSION MATTING FOR EACH NEW GUARDRAIL FLARE.
17. 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.
18. 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.
19. STEEL BEAM GUARDRAIL AND CABLE GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT. 3'-7" OF BACKING IS REQUIRED BEHIND THE FACE OF STEEL BEAM GUARDRAIL WITH 6' POSTS. IF THIS CANNOT BE OBTAINED, THEN 8' POSTS SHALL BE USED.
20. 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 ENGINEER.
21. THERE ARE R.W.I.S. SENSORS IN THE PAVEMENT AT MM 128.700 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)461-5570 A MINIMUM OF FORTY-EIGHT (48) HOURS PRIOR TO BEGINNING ANY WORK IN THIS AREA SO THAT A REPRESENTATIVE OF THE OPERATIONS DIVISION CAN REMOVE THESE SENSORS. INSTALLATION OF THE NEW SENSORS WILL BE PERFORMED BY OTHERS FOLLOWING THE COMPLETION OF THE PROJECT.
22. 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.
23. ASPHALTIC PLUG-TYPE JOINT SHALL BE INSTALLED AT THE FOLLOWING LOCATIONS, (SEE BRIDGE JOINT ASPHALTIC PLUG (STRUCTURES DETAIL SD-516.10)).
ST. JOHNSBURY: BRIDGE 90S 132.577 39 FT PLUG JOINT
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24. THE NORTHBOUND AND SOUTHBOUND ALIGNMENT STATIONING SHALL BE ESTABLISHED BY USING THE MILE MARK 130 PLAQUE AT (MM 130.00), EQUAL TO STATION 6864+00. SEE NORTHBOUND AND SOUTHBOUND ALIGNMENT SHEETS FOR ADDITIONAL INFORMATION.

GENERAL NOTES SHEET

PROJECT NAME: ST. JOHNSBURY-LYNDON	
PROJECT NUMBER: IM 091-3(50)	
FILE NAME: Ila346/cos/zlla346+yp.dgn	PLOT DATE: 10/17/2013
PROJECT LEADER: PTS	DRAWN BY: SNG
DESIGNED BY: NULL	CHECKED BY: PTS
IPARM FILE NAME: plla346_07	SHEET 7 OF 72