

1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK-SEALING SHALL BE PERFORMED AFTER COMPLETION OF MICRO-MILLING AND PRIOR TO APPLICATION OF THE FINAL SURFACE TREATMENT. ALL CRACKS GREATER THAN 0.10" AND UP TO 1.0" IN WIDTH SHALL BE SEALED 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 POTHOLE 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.
2. EXISTING SHOULDER PAVEMENT SURFACES BEYOND THE LIMITS OF THE FINAL SURFACE TREATMENT WILL RECEIVE CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS. CRACK-SEAL AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS SHALL BE COMPLETED PRIOR TO APPLICATION OF FOG SEAL AND COVER MATERIAL FOR SHOULDERS.
3. FOLLOWING COMPLETION OF MICRO-MILLING, THE MILLED SURFACE FOR ALL BRIDGES TO BE MILLED SHALL ALSO RECEIVE CRACK-SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, AS DIRECTED BY THE ENGINEER.
4. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT.
5. IF IT IS DETERMINED BY THE ENGINEER 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 ENGINEER. AN ESTIMATED QUANTITY FOR ITEM 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.
6. THERE ARE R.W.I.S SENSORS WITHIN THE PAVEMENT AT MM 101.000 WITHIN THE NORTH AND SOUTHBOUND LANES THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONTACT MARK GERRISH, FIBER OPTIC PROJECT MANAGER, VTRANS OPERATIONS AND MAINTENANCE BUREAU AT 802-461-5570 48 HOURS PRIOR TO BEGINNING 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.
7. AN ESTIMATED QUANTITY OF ITEM 604.412 - REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I IS INCLUDED IN THE CONTRACT FOR INTERSTATE RAMPS WITHIN EACH INTERCHANGE.
8. FOR THE PURPOSES OF QUANTITY CALCULATION IT HAS BEEN ASSUMED ITEM 900.635 - SPECIAL PROVISION (COVER COAT MATERIAL, SAND) WILL BE APPLIED AT A RATE OF 0.50 LBS PER SQUARE YARD.
9. PRIOR TO THE THE APPLICATION OF 900.693 - SPECIAL PROVISION (EMULSIFIED ASPHALT SEAL COAT) AND SPECIAL PROVISION (COVER COAT MATERIAL, SAND), FRICTION TEST STRIPS WILL OCCUR WITHIN THE FRICTION ZONES INDICATED IN THE TABLES BELOW. TEST 1, TEST 2 AND TEST 3 MUST OCCUR RANDOM A LOCATION WITHIN EACH FRICTION TESTING ZONE AND APPROVED BY THE ENGINEER.
10. ADDITIONAL TESTING FREQUENCY SHALL BE A MINIMUM OF 1 TEST PER MILE OR AS DIRECTED BY THE ENGINEER.

FRICTION TESTING ZONES	BEGIN MM	END MM
ZONE 1 (NB & SB)	91.880	98.000
ZONE 2 (NB)	98.000	106.900
ZONE 3 (SB)	98.000	106.900
ZONE 4 (NB & SB)	106.900	114.100
ZONE 5 (NB & SB)	114.100	118.200

INITIAL FRICTION TESTING - SPECIAL PROVISION (PAVEMENT FRICTION TESTING)

	TEST 1	TEST 2	TEST 3	TOTALS
ZONE 1 (NB)	1	1	1	3
ZONE 1 (SB)	1	1	1	3
ZONE 2 (NB)	1	1	1	3
ZONE 3 (SB)	1	1	1	3
ZONE 4 (NB)	1	1	1	3
ZONE 4 (SB)	1	1	1	3
ZONE 5 (NB)	1	1	1	3
ZONE 5 (SB)	1	1	1	3
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PROJECT NAME: COLCHESTER-SWANTON  
PROJECT NUMBER: IM SURF(56)

FILE NAME: pl6v07l\_wrk.dgn PLOT DATE: 29-DEC-2016  
PROJECT LEADER: M. FOWLER DRAWN BY: B. KIPP  
DESIGNED BY: B. KIPP CHECKED BY: M. FOWLER  
PROJECT NOTES SHEET SHEET 8 OF 54