

GENERAL NOTES

1. THE PAVEMENT WEARING COURSE SHALL BE TYPE IVS, THE LEVELING COURSE SHALL BE TYPE IVS, ITEM 490.30, AS SHOWN ON THE TYPICALS, UNLESS DIRECTED BY THE ENGINEER. AN EXTRA QUANTITY OF LEVELING HAS BEEN ADDED TO THE HOT MIX TOTAL FOR SPOT LEVELING BEFORE FULL WIDTH LEVELING IN AN EFFORT TO CORRECT THE WORST PROFILE DEFICIENCIES. ALL PG BINDER USED IN SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH SUBSECTION 490.03(b).
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 ENGINEER. SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH) SHALL BE APPLIED BETWEEN ALL PAVED SURFACES AT A RATE OF 0.025 TO 0.040 GAL/SY.
3. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 1/4" +/- (TOTAL THICKNESS EXCLUDING LEVELING COURSE).
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. ALL SIDE ROADS ARE TO BE PAVED 25 FEET FROM THE EDGE OF MAINLINE UNLESS OTHERWISE SPECIFIED IN THE PLANS OR DIRECTED BY THE ENGINEER.
6. THE CULVERT PIPES SHOWN IN THE PLANS ARE TO BE USED FOR INFORMATIONAL PURPOSES ONLY. THE ENGINEER SHALL DETERMINE WHETHER THE COMPACTION EFFORT OVER EXISTING CULVERTS SHOULD BE REDUCED. ALL CULVERTS ARE TO BE RETAINED.
7. 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 VTRANS 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.
8. EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 3" OR AS DIRECTED BY THE ENGINEER. EXCAVATION SHALL BE PAID FOR USING APPROPRIATE RENTAL ITEMS. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.40 SUBBASE, RAP. EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE DONE BEFORE THE LEVELING COURSE IS PLACED. SEE THE PAVING PROJECT LIMITS TABLE ON THIS SHEET FOR PROPOSED PAVEMENT WIDTHS.
9. AN ESTIMATED QUANTITY OF ITEM 301.35 SUBBASE OF DENSE GRADED CRUSH STONE HAS BEEN INCLUDED TO REPLACE UNSUITABLE MATERIAL BENEATH THE CURBED ISLANDS NOTED TO BE REMOVED. PLACEMENT WILL BE AT THE DISCRETION OF THE ENGINEER.

10. ITEMS 604.412, AND 604.415 ARE ESTIMATED ITEMS AND SHALL BE PERFORMED AT LOCATIONS SHOWN ON THE ROADWAY LAYOUT SHEETS OR AS DIRECTED BY THE ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION MATCHES WITH THE SURROUNDING TERRAIN. DRAINAGE STRUCTURES CALLING FOR REHABILITATION HAVE BEEN DISTRIBUTED BETWEEN ITEMS 604.412 AND 604.415. FOR ESTIMATING PURPOSES THE DISTRIBUTION IS AS FOLLOWS: 604.412 80%, 604.415 20%.
11. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICALS OR AS DENOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGIN/END AND AT ALL SIDE ROAD APPROACHES AS SHOWN ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. ALL JOINTS SHALL BE SAW CUT, INCIDENTAL TO ITEM 210.10 COLD PLANING, BITUMINOUS PAVEMENT.
12. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POT HOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED FOLLOWING COLD PLANING AND PRIOR TO PAVING. THE PATCHING OF ALL CRACKS GREATER THAN 1.0" 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.
13. ALL GRAVEL PULLOFFS TO BE PAVED SHALL BE GRADED PRIOR TO PAVING WITH ITEM 608.15, POWER GRADER RENTAL OR AS DIRECTED BY THE ENGINEER AND PAVED WITH 2" OF ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
14. AN ESTIMATED QUANTITY OF ITEM 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED FOR THE REMOVAL OF BUILT UP SAND, SOD ETC ADJACENT TO THE SHOULDER, IN GUARDRAIL AREAS, TO ALLOW FREE DRAINAGE OFF THE SHOULDER.
15. INSTALLATION, COMPACTION, GRADING, AND CLEAN UP OF ITEM 402.13 AGGREGATE SHOULDERS, RAP AND ITEM 651.35 TOPSOIL, IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF EACH ITEM.
16. AN ESTIMATED QUANTITY OF ITEM 608.15 POWER GRADER RENTAL HAS BEEN INCLUDED FOR REMOVING BUILT UP SAND, SOD ETC. ADJACENT TO THE SHOULDER, IN NON-GUARDRAIL AREAS, TO ALLOW FREE DRAINAGE OFF THE SHOULDER.
17. ALL EDGES OF PAVEMENT ON MAINLINE SHALL CONFORM TO THE SAFETY EDGE DETAIL (SEE SHEET 9). ALL EDGES OF PAVEMENT AND ALL CURB AT GUARDRAIL LOCATIONS SHALL BE BACKED UP FULL HEIGHT PAID UNDER ITEM 402.13 AGGREGATE SHOULDERS, RAP.
18. 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 DITCHING MATERIAL OR 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.
19. 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.
20. ITEM 646.76 LINE STRIPING TARGETS SHALL BE PLACED AS OUTLINED IN THE VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION FOR THE PLACEMENT OF THE WHITE EDGE LINES AND YELLOW CENTER LINES.
21. INSTALL NEW SIGNS, AS SHOWN ON THE ROADWAY LAYOUT SHEETS, ON SQUARE STEEL SIGN POSTS. ALL SIGNING ON VT ROUTE 25 WAS REPLACED UNDER THE STATEWIDE SIGNING PROJECT STPG SIGN (29) UNLESS OTHERWISE NOTED ON THE PLANS.
22. BITUMINOUS CONCRETE PAVEMENT AT PUBLIC AND/OR PRIVATE AND PERMITTED DRIVES WHICH IS INSTALLED BY HAND SHALL BE PAID FOR UNDER ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES). BITUMINOUS CONCRETE MATERIAL PLACED BY MECHANICAL METHODS AT THESE LOCATIONS IS EXCLUDED. ALL OTHER BITUMINOUS MATERIALS PLACED WITHIN THE PROJECT LIMITS, WHETHER BY HAND OR MECHANICAL METHODS, SHALL BE PAID UNDER THE APPROPRIATE CONTRACT PAY ITEM FOR BITUMINOUS CONCRETE PAVEMENT.
23. STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.
24. ASPHALTIC PLUG-TYPE JOINT, ITEM 516.10 BRIDGE EXPANSION JOINT, ASPHALTIC PLUG, SHALL BE INSTALLED AT THE FOLLOWING LOCATIONS. SEE BRIDGE JOINT ASPHALTIC PLUG (STRUCTURES DETAIL SD-516.10)

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|---------------------------------------|--------------------------------------------|
| BRIDGE #1 | TH 1 BRIDGE |
| 0+38 (MM 0.007) 21' ASPHALTIC JOINT | (CHELSEA RD) 319+95 LT 30' ASPHALTIC JOINT |
| BRIDGE # 5 | BRIDGE #9 |
| 205+37 (MM 3.890) 40' ASPHALTIC JOINT | 333+07 (MM 6.308) 34' ASPHALTIC JOINT |
| 207+46 (MM 3.929) 40' ASPHALTIC JOINT | 334+50 (MM 6.335) 34' ASPHALTIC JOINT |

PROJECT PAVING LIMITS

| TOWN | BEGIN STATION | END STATION | LT SHOULDER | LANE TYPICAL | RT SHOULDER | WEARING DEPTH (in) | LEVELING DEPTH | TYPE | NOTES |
|-----------------------|---------------|-------------|-------------|--------------|-------------|--------------------|----------------|------|-----------------------------------|
| BRADFORD | | | | | | | | | |
| VT 25 MAJOR COLLECTOR | 0+38 | 1+01 | VARIES | 10.5-10.5 | VARIES | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| | 1+01 | 10+25 | VARIES | 11.0-11.0 | VARIES | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| | 10+25 | 18+50 | 3.0 | 11.0-11.0 | 3.0 | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| | 18+50 | 31+00 | VARIES | VARIES | VARIES | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| | 31+00 | 45+85 | VARIES | 12.0-12.0 | VARIES | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| | 45+85 | 62+08 | VARIES | VARIES | VARIES | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| US 5 | U67+65 | U71+34 | VARIES | VARIES | VARIES | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| | U72+00 | U77+55 | VARIES | VARIES | VARIES | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| VT 25 MINOR ARTERIAL | 62+08 | 65+75 | VARIES | VARIES | VARIES | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| | 65+75 | 72+80 | VARIES | 11.0-11.0 | VARIES | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| | 72+80 | 91+74 | 9.0 | 11.0-11.0 | 9.0 | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| | 91+74 | 95+00 | VARIES | 11.0-11.0 | VARIES | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| | 95+00 | 137+14 | 3.0 | 11.0-11.0 | 3.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 137+14 | 147+63 | 3.0 | 11.0-11.0 | 5.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 147+63 | 190+57 | 3.0 | 11.0-11.0 | 3.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 190+57 | 191+22 | 4.0 | 11.0-11.0 | 4.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 191+22 | 191+48 | 4.0 | 11.0-11.0 | 4.0 | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY (BRIDGE 4) |
| | 191+48 | 192+13 | 4.0 | 11.0-11.0 | 4.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 192+13 | 205+37 | 3.0 | 11.0-11.0 | 3.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 205+37 | 207+46 | 3.0 | 11.0-11.0 | 3.0 | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY (BRIDGE 5) |
| | 207+46 | 220+98 | 3.0 | 11.0-11.0 | 3.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 220+98 | 223+30 | 6.0 | 11.0-11.0 | 3.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 223+30 | 228+89 | 6.0 | 11.0-11.0 | 6.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 228+89 | 229+83 | VARIES | 11.0-11.0 | 6.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 229+83 | 234+45 | 7.0 | 11.0-11.0 | 6.0 | 1 1/4" | - | IVS | LEVEL AND OVERLAY |
| | 234+45 | 234+63 | 7.0 | 11.0-11.0 | 6.0 | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY (BRIDGE 6) |
| | 234+63 | 236+40 | 7.0 | 11.0-11.0 | 6.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 236+40 | 238+15 | 6.0 | 11.0-11.0 | VARIES | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 238+15 | 242+79 | 2.5 | 11.0-11.0 | 2.5 | 1 1/4" | - | IVS | |
| | 242+79 | 269+94 | 3.0 | 11.0-11.0 | 3.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 269+94 | 272+07 | 6.0 | 11.0-11.0 | 3.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 272+07 | 314+90 | 3.0 | 11.0-11.0 | 3.0 | 1 1/4" | - | IVS | |
| | 314+90 | 316+80 | 6.0 | 11.0-11.0 | 3.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 316+80 | 325+56 | 6.0 | 11.0-11.0 | 6.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 325+56 | 330+25 | 3.0 | 11.0-11.0 | 4.0 | 1 1/2" | 1/2" | IVS | LEVEL AND OVERLAY |
| | 330+25 | 333+07 | 3.0 | 11.0-11.0 | 4.0 | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |
| | 333+07 | 334+50 | 2.0 | 11.0-11.0 | 3.0 | 1 1/4" | - | IVS | COLD PLANE AND OVERLAY (BRIDGE 9) |
| | 334+50 | 336+66 | VARIES | 11.0-11.0 | VARIES | 1 1/2" | 1/2" | IVS | COLD PLANE AND OVERLAY |

GENERAL NOTES SHEET

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| PROJECT NAME: BRADFORD | |
| PROJECT NUMBER: STP 2917(I) | |
| FILE NAME: p10b236.dgn | PLOT DATE: 03-SEP-2014 12:49 |
| PROJECT LEADER: PTS | DRAWN BY: WWG |
| DESIGNED BY: NULL | CHECKED BY: PTS |
| IPARM FILE NAME: p10b236_15 | SHEET 15 OF 105 |