

NOTES:

1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF ANY SPOT LEVELING OR PLACEMENT OF THE WEARING COURSE. ALL CRACKS GREATER THAN 0.10 INCH AND UP TO ONE INCH IN WIDTH SHALL BE SEALED USING THE "BLOW AND GO" FLUSH 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 ONE INCH 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. FOLLOWING COMPLETION OF COLD PLANING, THE MILLED SURFACE FOR ALL BRIDGES SHALL RECEIVE CRACK SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, AS DIRECTED BY THE ENGINEER.

3. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO ANY CRACK SEALING BEING PERFORMED AND PRIOR TO APPLYING THE THIN BITUMINOUS SURFACE TREATMENT. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT.

4. A 50' COLD PLANED TRANSITION SHALL BE CONSTRUCTED AT THE PROJECT BEGIN, PROJECT END, AND AT ALL BRIDGE APPROACHES OR AS DIRECTED BY THE ENGINEER. ANY SAW CUTTING AT BUTT JOINTS SHALL BE 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 THE CONTRACTOR'S OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE STATE OF VERMONT.

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. BRIDGES WITHIN THE PROJECT LIMITS ARE:

LEICESTER:

BRIDGE NUMBER 116A MM 0.618 4' X 6' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 117 MM 1.393 10' X 10' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 118 MM 2.626 4' X 5' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 119 MM 2.897 4' X 5' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 12 MM 3.202 TWO SPAN ROLLED BEAM CONCRETE CIP, LENGTH 108' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)

SALISBURY:

BRIDGE NUMBER 121 MM 0.305 8' X 8' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 122 MM 0.409 4' X 5' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 123 MM 0.792 4.5' X 6' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 124 MM 2.603 14' X 7' R.C. BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 124A MM 4.069 72" CMPP CATTLE PASS (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)

MIDDLEBURY:

BRIDGE NUMBER 124B MM 0.015 8' X 6.25' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 125 MM 0.650 THREE SPAN STEEL BEAM CONCRETE CIP, LENGTH 202' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 126 MM 1.221 CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 126A MM 1.630 6'10" X 6.75' MULTIPLATE ARCH CATTLE PASS (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 127 MM 3.652 112" X 75" MULTIPLATE PIPE ARCH (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 127A MM 3.836 6'10" X 6.75" MULTIPLATE ARCH (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)

7. IT IS EXPECTED THAT SOME SPOT LEVELING WILL BE NECESSARY AS DIRECTED BY THE ENGINEER PRIOR TO THE PLACEMENT OF THE WEARING COURSE. ESTIMATED QUANTITIES OF ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AND ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-IH OR CRS-IH) HAVE BEEN INCLUDED FOR THIS PURPOSE. AT A MINIMUM LEVELING WILL BE NEEDED IN THE FOLLOWING LOCATIONS IN BOTH LANES: BRANDON MM 5.975 - MM 7.423, LEICESTER MM 0.000 - MM 0.028 AND MM 2.167 - MM 2.530, AND MIDDLEBURY MM 2.200 - MM 4.264.

8. SEE SHEET 25 REGARDING APPLICATION OF ITEM 900.683 SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT).

PROJECT NAME:	BRANDON - MIDDLEBURY
PROJECT NUMBER:	NH SURF (43)
FILE NAME:	pl3B6I6-Brandon-Middlebury.dgn
PROJECT LEADER:	M. FOWLER
DESIGNED BY:	N. PAPPAS
PROJECT NOTES:	
DRAWN BY:	N. PAPPAS
CHECKED BY:	M. FOWLER
SHEET	3 OF 28