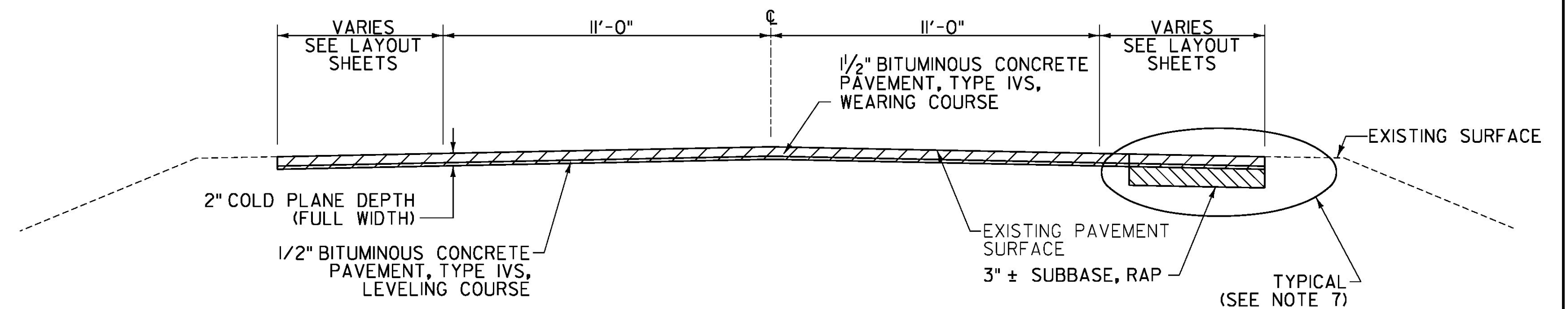


PROJECT NOTES

1. WETLANDS HAVE BEEN LOCATED NEAR SECTIONS OF THE PROJECT AREA. IF WORK EXTENDS INTO THE WETLANDS, STATE AND FEDERAL PERMITS WILL BE REQUIRED (TO BE ACQUIRED BY THE CONTRACTOR). SEE LAYOUTS FOR INDIVIDUAL SENSITIVE LOCATIONS.
2. ALL WORK SHALL BE PERFORMED WITHIN THE STATE RIGHT OF WAY.
3. THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE PROJECT AREA TO OBTAIN A UNIT COST FOR ITEM 201.10 CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS.
4. COLD PLANING TO BE COMPLETED ACCORDING TO TYPICAL SECTION OR AS NOTED OTHERWISE ON THE PLANS. THIS WILL BE PAID FOR UNDER ITEM 210.10 COLD PLANING, BITUMINOUS PAVEMENT. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE BEGINNING AND END OF THE PROJECT AND ALL PAVED SIDE ROAD APPROACHES AS DENOTED ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. SAW CUTTING WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 210.10 COLD PLANING, BITUMINOUS PAVEMENT. FOUR INCHES OF MATERIAL MUST BE REMOVED. IF COLD PLANING CANNOT BE ACHIEVED TO THAT DEPTH, THEN RENTAL ITEMS SHALL BE USED FOR THE REMAINING MATERIAL.
5. PRIOR TO ANY WORK BEING PERFORMED, THE CONTRACTOR SHALL VERIFY DEPTHS OF ALL STRUCTURES TO ENSURE PROPER CLEARANCES.
6. 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 DIRECT 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.
7. PRIOR TO RECLAIMING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE ENGINEER WILL BE EXCAVATED TO THE DEPTH OF RECLAIMING OR AS DIRECTED BY THE ENGINEER. EXCAVATED MATERIAL WILL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEMS. THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEMS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY WORK BEING DONE. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED. FOR EXISTING SHOULDER RECONSTRUCTION DETAIL SEE SHEET 9.
8. THE FIRST RECLAIM PASS SHALL BE AS SHOWN IN SEGMENT 1 & SEGMENT 2 TYPICAL SECTIONS. WHEN FULL WIDTH RECLAIM CANNOT BE ACHIEVED RECLAIM WIDTH SHALL BE PERFORMED FROM TOP OF BANK TO TOP OF BANK. IN SEGMENT 1 THIS WORK WILL BE PAID FOR UNDER ITEM 310.20 RECLAIMED STABILIZED BASE. IN SEGMENT 2 THIS WORK WILL BE PAID FOR UNDER ITEM 900.675 SPECIAL PROVISION (RECLAIMED STABILIZED BASE).

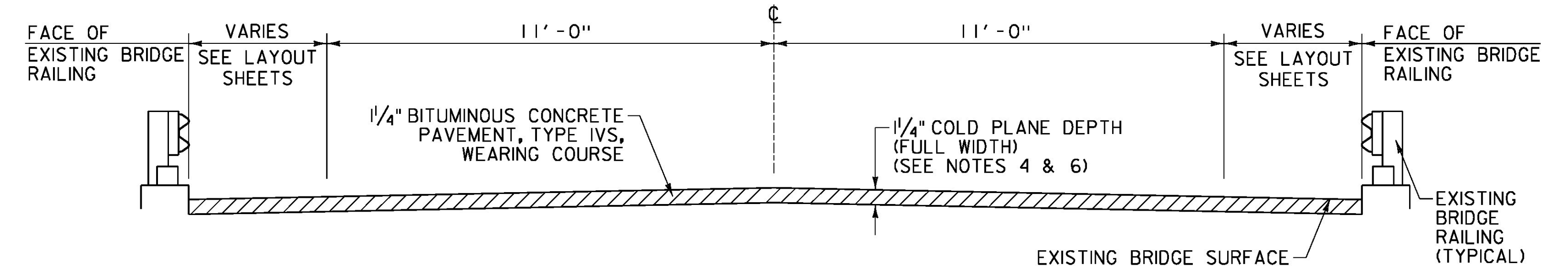
IN SEGMENT 2, WHERE AN EMULSION STABILIZED BASE WILL BE UTILIZED, A SECOND RECLAIM PASS SHALL BE PERFORMED FULL WIDTH PER THE TYPICAL SECTION. THIS WORK WILL BE PAID FOR UNDER ITEM 900.675 SPECIAL PROVISION (FULL DEPTH RECLAMATION, EMULSIFIED ASPHALT).
9. AN ADDITIONAL QUANTITY OF ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTION.
10. FOR THE PURPOSES OF QUANTITY CALCULATION, IT HAS BEEN ASSUMED ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT) WILL REQUIRE 4% BY WEIGHT OF ITEM 404.65 EMULSIFIED ASPHALT OR 900.680 SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-IH OR CRS-IH) AS SPECIFIED BY THE ENGINEER. FOR THE SAME PURPOSE IT HAS ALSO BEEN ASSUMED 2% BY WEIGHT OF PORTLAND CEMENT WILL BE REQUIRED BY MIX DESIGN.
11. EMULSIFIED ASPHALT, OR SPECIAL PROVISION (EMULSIFIED ASPHALT TYPE RS-IH OR CRS-IH), SHALL BE APPLIED AS A TACK COAT ON THE COLD MIXED RECYCLED PAVEMENT AT A RATE OF 0.04 TO 0.06 GAL/SY. EMULSIFIED ASPHALT OR SPECIAL PROVISION (EMULSIFIED ASPHALT TYPE RS-IH OR CRS-IH) SHALL BE APPLIED AS A TACK COAT BETWEEN THE 1/2 INCH LEVELING COURSE AND THE 1 1/2 INCH WEARING COURSE OF SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AT A RATE OF 0.025 TO 0.04 GAL/SY. THE SAME ITEM SHALL BE APPLIED TO COLD PLANED SURFACES AT A RATE OF 0.08 GAL/SY. ALL APPLICATIONS WILL BE PAID FOR UNDER ITEM 404.65 EMULSIFIED ASPHALT OR 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH) AS APPLICABLE.
12. SUBBASE OF CRUSHED GRAVEL, FINE GRADED TOLERANCE = +/- 1 INCH TOTAL SUBBASE THICKNESS. COLD MIXED RECYCLED BITUMINOUS PAVEMENT TOLERANCE = +/- 1/4 INCH. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 INCH. (TOTAL THICKNESS EXCLUDING LEVELING).
13. THE PAVEMENT LEVELING COURSE AND WEARING COURSE SHALL BE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS. LEVELING COURSE HAS BEEN INCLUDED TO RESHAPE THE ROADWAY PRIOR TO PAVING THE WEARING COURSE ALONG THE ENTIRE PROJECT. ALL PG GRADE TO BE USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH SUBSECTION 490.03(b).
14. EDGES OF PAVEMENT SHALL INCLUDE A SAFETY EDGE DETAIL AS SHOWN ON SHEET 11.
15. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDERS, OR AGGREGATE SHOULDER, RAP AND WILL BE PAID FOR UNDER ITEM 402.12 AGGREGATE SHOULDERS OR 402.13 AGGREGATE SHOULDERS, RAP.
16. ALL PAVED AND GRAVEL RESIDENTIAL, COMMERCIAL, AND FIELD DRIVES SHALL RECEIVE A PAVED APRON OF FOUR FEET UNLESS OTHERWISE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 900.675, SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES). ALL OTHER BITUMINOUS MATERIALS PLACED WITHIN THE PROJECT LIMITS WHETHER BY HAND OR MECHANICAL METHODS WILL BE PAID FOR AS ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
17. AN ESTIMATED QUANTITY OF ITEM 619.17 YIELDING MARKER POSTS HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS, UNDERDRAIN OUTLETS, AND DROP INLETS LOCATED OUTSIDE THE PAVEMENT SURFACE OR AS DIRECTED BY THE ENGINEER.
18. A 3' - 7" OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH SIX FOOT POSTS. IF THIS CANNOT BE OBTAINED THEN EIGHT FOOT POSTS SHALL BE USED. PAYMENT WILL BE MADE UNDER ITEM 621.20 STEEL BEAM GUARDRAIL, GALVANIZED, ITEM 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS OR ITEM 621.215 HD STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS.

19. ESTIMATED QUANTITIES OF ITEMS 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 CONSTRUCTING GUARDRAIL END SECTION FLARES WITH EXCAVATED DITCHING MATERIAL. AN ESTIMATED QUANTITY OF ITEM 203.30 EARTH BORROW HAS BEEN INCLUDED IN THE CASE THAT THE DITCHING MATERIAL IS NOT SUITABLE TO USE IN THE GUARDRAIL END SECTION FLARE AREA. THE AMOUNT OF 25 CUBIC YARDS OF EARTH BORROW HAS BEEN ESTIMATED FOR EACH NEW GUARDRAIL END SECTION FLARE. ITEM 653.20 TEMPORARY EROSION MATTING SHALL BE PLACED ON ALL SLOPES CREATED BY THE GUARDRAIL END SECTION FLARE. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.20 TEMPORARY EROSION MATTING FOR EACH NEW GUARDRAIL END SECTION FLARE TO BE USED AS DIRECTED BY THE ENGINEER. PRIOR TO THE PLACEMENT OF TEMPORARY EROSION MATTING, THE AREA SHALL BE TOP SOILED AND SEEDED USING ITEM 651.35, TOPSOIL AND ITEM 651.15 SEED.
20. ITEMS 649.51 GEOTEXTILE FOR SILT FENCE, 652.25 TEMPORARY STONE CHECK DAM, TYPE I, OR 653.60 EROSION LOG SHALL BE USED AT THE DISCRETION OF THE ENGINEER.
21. POWER BROOM RENTAL, TYPE II TO BE USED AS DIRECTED BY ENGINEER
22. EXISTING UNDERGROUND AND AERIAL FACILITIES ARE LOCATED THROUGHOUT THE PROJECT AREA. OWNERSHIP OF THESE FACILITIES INCLUDES OPERATIONAL UTILITY COMPANIES, MUNICIPALITIES AND INDIVIDUAL PROPERTY OWNERS. THE CONTRACTOR IS CAUTIONED TO PROTECT THESE FACILITIES FROM DAMAGE.
23. ITEM 900.683 SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT) SHALL BE APPLIED ON THE SURFACE OF THE (FULL DEPTH RECLAMATION, EMULSIFIED ASPHALT) AT THE RATE OF 0.15 GAL/SY OR AS DIRECTED BY THE ENGINEER.



COLD PLANE TYPICAL SECTION

ROXBURY
 STA. 36+26.5 - 40+10
 STA. 231+12.5 - 261+00
 WARREN MOUNTAIN ROAD STA. 71+41 - 71+48
NORTHFIELD
 STA. 18+00 - 19+57.5



COLD PLANE TYPICAL SECTION - BRIDGE

ROXBURY
 BR*15 STA. 35+32.32 - 35+89
 BR*17 STA. 49+25 - 51+50
 BR*20 STA. 120+27 - 120+85
 BR*21 STA. 152+29 - 152+77
 BR*26 STA. 230+53 - 230+75
NORTHFIELD
 BR*30 STA. 19+95 - 20+88
 BR*32 STA. 117+20 - 117+55
 BR*35 STA. 160+65 - 160+99
 BR*36 STA. 191+89 - 192+22

NOT TO SCALE

PROJECT NAME: ROXBURY-NORTHFIELD
 PROJECT NUMBER: ER STP 0187(13)

FILE NAME: z13c184typ.dgn PLOT DATE: 6/22/2016
 PROJECT LEADER: M. FOISY DRAWN BY: G. BARRETT
 DESIGNED BY: G. BURGMEIER CHECKED BY: G. EDWARDS
PROJECT NOTES & TYPICAL SECTIONS SHEET 4 OF 476

