

PROJECT PAVING LIMITS

TOWN AND ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING DEPTH	NOTES
RT 116 MIDDLEBURY	0+57	37+50	2'-11'-11'-2'	1 1/2"	1/2"	COLD PLANE AND OVERLAY
	500+00	508+35	2'-11'-11'-2'	1 1/2"	1/2"	COLD PLANE AND OVERLAY
	38+50	57+50	2'-11'-11'-2'	1 1/2"	1/2"	LEVEL AND OVERLAY
	57+50	347+35	3'-11'-11'-3'	1 1/2"	1/2"	
BRISTOL	A 0+00	A 34+00	3'-11'-11'-3'	1 1/2"	1/2"	
	A 34+00	A 41+75	4'-11'-11'-4'	1 1/2"	1/2"	
	A 41+75	A 50+50	6'-11'-11'-6'	1 1/2"	1/2"	
	A 50+50	A 57+00	VARIABLES'-11'-11'-VARIABLES'	1 1/2"	1/2"	
	A 57+00	A 147+84	3'-11'-11'-3'	1 1/2"	1/2"	
	A 148+84	A 149+75	3'-11'-11'-3'	1 1/2"	-	COLD PLANE AND OVERLAY (BRIDGE 6)
	A 149+75	A 164+35	3'-11'-11'-3'	1 1/2"	1/2"	COLD PLANE AND OVERLAY
	A 169+03	A 287+00	3'-11'-11'-3'	1 1/2"	1/2"	LEVEL AND OVERLAY
	A 288+00	A 290+25	3'-11'-11'-3'	1 1/2"	1/2"	COLD PLANE AND OVERLAY
	A 291+25	A 308+50	3'-11'-11'-3'	1 1/2"	1/2"	LEVEL AND OVERLAY
	A 308+50	A 311+25	6'-11'-VARIABLES-6'	1 1/2"	1/2"	
	A 311+25	A 316+15	6'-11'-10'-11'-6'	1 1/2"	1/2"	
	A 383+15	A 400+00	2'-11'-11'-2'	1 1/2"	1/2"	
	A 400+00	A 414+00	3'-11'-11'-3'	1 1/2"	1/2"	
	A 415+00	A 417+49	4'-11'-11'-4'	1 1/2"	1/2"	COLD PLANE AND OVERLAY
	A 417+49	A 419+47	4'-11'-11'-4'	1 1/4"	-	COLD PLANE AND OVERLAY (BRIDGE 10)
	A 419+47	A 425+50	4'-11'-11'-4'	1 1/2"	1/2"	COLD PLANE AND OVERLAY
	A 425+50	A 428+87	5'-11'-11'-5'	1 1/2"	1/2"	COLD PLANE AND OVERLAY
	A 428+87	A 430+50	5'-11'-11'-5'	1 1/4"	-	COLD PLANE AND OVERLAY (BRIDGE 11)
	A 430+50	A 434+50	5'-11'-11'-5'	1 1/2"	1/2"	COLD PLANE AND OVERLAY
	A 435+50	A 519+00	4'-11'-11'-4'	1 1/2"	1/2"	LEVEL AND OVERLAY
	A 520+00	A 522+03	4'-11'-11'-4'	1 1/2"	1/2"	COLD PLANE AND OVERLAY
	A 522+03	A 522+92	4'-11'-11'-4'	1 1/4"	-	COLD PLANE AND OVERLAY (BRIDGE 12)
	A 523+92	A 647+01	4'-11'-11'-4'	1 1/2"	1/2"	LEVEL AND OVERLAY
STARKSBORO	B 0+00	B 47+05	4'-11'-11'-4'	1 1/2"	1/2"	LEVEL AND OVERLAY
	B 48+05	B 48+44	4'-11'-11'-4'	1 1/4"	-	COLD PLANE AND OVERLAY (BRIDGE 15)
	B 49+44	B 94+99	4'-11'-11'-4'	1 1/2"	1/2"	LEVEL AND OVERLAY

NOTES:

- ITEM 201.31 "THINNING AND TRIMMING FOR SIGNS" HAS BEEN INCLUDED TO REMOVE ANY VEGETATION, PARTIAL AND FULL TREE REMOVAL, AND ANY ASSOCIATED GRUBBING WITHIN THE SIGN CLEARANCE AREA. THE ENGINEER MAY EXCLUDE REMOVAL IN SOME AREAS WHERE DEEMED NECESSARY AND APPROPRIATE OR NECESSITATED BY PERMIT REQUIREMENTS PER THE CONSTRUCTION ENVIRONMENTAL ENGINEER'S RECOMMENDATIONS. CLEARING AND GRUBBING SHALL BE PERFORMED BETWEEN SEPTEMBER 1ST AND APRIL 15TH AND IN ACCORDANCE WITH THE DETAIL ON SHEET 7 AND SECTION 201.
- COLD PLANING TO BE COMPLETED ACCORDING TO THE TYPICAL OR AS NOTED OTHERWISE IN THE PLANS. THE COLD PLANING AND PAVING SHALL MATCH THE EXISTING CONDITIONS AT THE BEGINNING AND END OF THE CONSTRUCTION AREAS BY THE USE OF A VERTICAL COLD PLANE JOINT. SEE DETAIL ON PROJECT TYPICAL SHEET 3.
- ALL COLD PLANED SURFACES SHALL HAVE SURFACE PREPARATION BEFORE PAVING, CONSISTING OF POTHOLE PATCHING AND PATCHING OF ALL CRACKS THAT ARE AT LEAST 1" IN WIDTH. THIS WILL BE PAID UNDER ITEM 900.680 "SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE 1)".
- PRIOR TO PAVING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE ENGINEER SHALL BE EXCAVATED TO A DEPTH OF THREE INCHES OR AS DIRECTED BY THE ENGINEER. EXCAVATION SHALL 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". 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.
- ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE ENGINEER AND WILL BE PAID UNDER OPTION ITEM 402.12 "AGGREGATE SHOULDERS" OR OPTION ITEM 402.13 "AGGREGATE SHOULDERS, RAP".
- EMULSIFIED ASPHALT SHALL BE APPLIED ON EXISTING PAVEMENT SURFACES, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANE SURFACES. ALL COLD PLANE SURFACES SHALL HAVE AN APPLICATION RATE OF 0.08 GAL/SY OF RS-1H OR CRS-1H. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL OTHER PAVED SURFACES AT THE RATE OF 0.025 TO 0.040 GAL/SY OF RS-1H OR CRS-1H PAID UNDER OPTION ITEM 404.65 "EMULSIFIED ASPHALT" OR OPTION ITEM 900.683 "SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)".
- THE PAVEMENT WEARING AND LEVELING COURSES SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE AS SPECIFIED IN SUBSECTION 490.03 (b).
- ALL PAVED AND GRAVEL RESIDENTIAL AND COMMERCIAL DRIVES SHALL RECEIVE A PAVED APRON OF FOUR FOOT AND ALL FIELD AND WOODS DRIVES SHALL RECEIVE A TWO FOOT PAVED APRON UNLESS OTHERWISE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER. ANY AND ALL REQUIRED EXCAVATION AND ASSOCIATED DRIVE GRADING 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 MATERIAL PLACED WITHIN THE PROJECT LIMITS WHETHER BY HAND OR MECHANICAL METHODS SHALL BE PAID AS ITEM 490.30 "SUPERPAVE BITUMINOUS CONCRETE PAVEMENT".
- SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 INCH (TOTAL THICKNESS, EXCLUDING LEVELING).
- EDGES OF PAVEMENT SHALL INCLUDE A SAFETY EDGE AS SHOWN ON HSD-400.01.
- A QUANTITY FOR ITEM 604.412 "REHAB D1, CB OR MH CLASS 1", ITEM 604.415 "REHAB D1, CB OR MH CLASS 1" AND ITEM 604.418 "REHAB D1, CB OR MH CLASS 1" HAS BEEN INCLUDED TO BE USED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ALL D1'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS EVEN WITH THE SURROUNDING TERRAIN. DRAINAGE STRUCTURES HAVE BEEN DISTRIBUTED BETWEEN THE ITEMS 604.412, 604.415 AND 604.418 FOR ESTIMATING PURPOSES.
- DAMAGE TO ANY D1'S, CROSS CULVERTS OR OTHER DRAINAGE FEATURES SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.
- ITEM 613.10 "STONE FILL, TYPE 1"; ITEM 651.40 "GRUBBING MATERIAL"; ITEM 653.20 "TEMPORARY EROSION MATTING" AND ITEM 608.25 "ALL PURPOSE EXCAVATOR RENTAL, TYPE 1" HAVE BEEN INCLUDED FOR CURB REMOVAL AREAS AND TO REPAIR EXISTING STONE LINED DRAINAGE OUTLETS OR WASHOUTS LOCATED ALONG THE ROADWAY SIDE SLOPES AS DIRECTED BY THE ENGINEER.
- A QUANTITY HAS BEEN ESTIMATED FOR ITEM 617.10 "RELOCATE MAILBOX, SINGLE SUPPORT" AND ITEM 617.12 "RELOCATE MAILBOX, MULTIPLE SUPPORT", TO BE USED AS DETERMINED BY THE ENGINEER.
- AN ESTIMATED QUANTITY FOR ITEM 619.17 "YIELDING MARKER POSTS" HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS AND DROP INLETS LOCATED OUTSIDE THE PAVEMENT SURFACES OR AS DIRECTED BY THE ENGINEER.
- ESTIMATED QUANTITIES OF ITEMS 608.25, "ALL PURPOSE EXCAVATOR RENTAL, TYPE 1", 608.37, "TRUCK RENTAL", AND 608.40, "LOADER RENTAL, TYPE 1" HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL TERMINAL AREAS WITH EXCAVATED DITCHING MATERIAL AND THE REMOVAL OF BUILT UP EXCESS SHOULDER MATERIAL IN NON-GUARDRAIL LOCATIONS.
- AN ESTIMATED QUANTITY OF ITEM 203.30, "EARTH BORROW" HAS BEEN INCLUDED FOR USE WITH THE GUARDRAIL TERMINAL AREAS. 25 CY OF ITEM 203.30, "EARTH BORROW" HAS BEEN ESTIMATED FOR EACH NEW TERMINAL AREA. GUARDRAIL TERMINAL AREAS SHALL BE CAPPED WITH AN ESTIMATED THREE INCH DEPTH OF ITEM 651.35, "TOPSOIL" UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE QUANTITIES INCLUDED REFLECT FIVE CY OF ITEM 651.35, "TOPSOIL" FOR EACH NEW GUARDRAIL TERMINAL AREA. ITEM 653.20, "TEMPORARY EROSION MATTING" SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL TERMINAL AREAS. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.20, "TEMPORARY EROSION MATTING" FOR EACH NEW GUARDRAIL TERMINAL AREA. PRIOR TO THE PLACEMENT OF TEMPORARY EROSION MATTING, THE AREA SHALL BE TOPSOILED AND SEEDED USING ITEM 651.35, "TOPSOIL" AND ITEM 651.15 "SEED".
- STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.
- THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ON BRIDGE DECKS. SHOULD ANY DAMAGE OCCUR TO THE BRIDGE DECK OR MEMBRANE AS A RESULT OF THESE OPERATIONS, THE ENGINEER SHALL CONTRACT 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.
- THERE IS AN EXISTING STORMWATER PERMIT #5331-INDS.A THAT COVERS THE AREA IN BRISTOL FROM STATIONS A 147+00 TO STATION A 174+25. THERE IS NO ANTICIPATED IMPACT TO THIS AREA. HOWEVER, IF THERE IS ANY EQUIPMENT STORAGE IN THIS AREA THAT WILL RESULT IN IMPACTS TO GRADING OR HAVE VEGETATION IMPACTS, IT SHALL BE RESTORED TO PREVIOUS PERMIT CONDITIONS.
- ALL DETECTABLE WARNING SURFACES SHALL BE CAST IRON FOR THIS PROJECT.

PROJECT NAME:	MIDDLEBURY-STARKSBORO
PROJECT NUMBER:	STP 2953(1)
FILE NAME: z14V227typ.dgn	PLOT DATE: 5/4/2017
PROJECT LEADER: C.LATHROP	DRAWN BY: J.GOODALL
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PROJECT GENERAL NOTES SHEET	SHEET 4 OF 186

NOT TO SCALE