

**PROJECT NOTES**

1. ALL PROPOSED WORK TO BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY.
2. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICAL SECTIONS OR AS DENOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROEJCT BEGIN AND END OR AS OTHERWISE DIRECTED BY THE ENGINEER. ALL JOINTS SHALL BE SAW CUT, INCIDENTAL TO ITEM 210.10 COLD PLANING, BITUMINOUS CONCRETE PAVEMENT.
3. 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 WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEMS. THE METHOD OF REMOVAL AND THEUSE 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 TEH ENGINEER AT NO ADDITIONAL COST TO THE STATE.
4. 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 ONE INCH AND POT HOLE REPAIR SHALL BE COMPLETED WITH ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I). AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED.
5. 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 THE CONTRACTOR'S OPERATIONS THE ENGINEER SHALL CONTRACT THE VAOT 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.
6. EDGES OF PAVEMENT SHALL INCLUDE A SAFTEY EDGE. SEE SAFETY EDGE DETAILS (HIGHWAY SAFETY & DESIGN DETAIL HSD-400.01).
7. ALL SIDE ROADS ARE TO BE PAVED 25 FEET FROM THE EDGE OF MAINLINE SHOULDER UNLESS OTHERWISE SPECIFIED IN TEH PLANS OR AS DIRECTED BY THE ENGINEER.
8. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDER MATERIALS AS DIRECTED BY THE ENGINEER. THIS WORK WILL PAID FOR UNDER 900.680 SPECIAL PROVISION (AGGREGATE SHOULDERS, RAP WITH RAS).
9. ASPHALTIC PLUG-TYPE JOINT SHALL BE INSTALLED AT THE FOLLOWING LOCATION.  
SEE BRIDGE JOINT ASPHALTIC PLUG (STRUCTURES DETAIL SD-516.10)  
  
BRIDGE #7 - ST. JOHNSBURY (MM 1.370) - ASPHALTIC PLUG JOINT
10. THE PAVING PROJECT HAS CONCURRENT WORK ASSOCIATED WITH BF 7000(20). IT IS ANTICIPATED THAT THE WORK ASSOCIATED WITH BF 7000(20) WILL BE COMPLETED BEFORE THIS PROJECT BEGINS, HOWEVER THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES, INCLUDING TRAFFIC CONTROL, WITH THE CORRESPONDING CONTRACTOR. AN ESTIMATED QUANTITY OF BITUMINOUS CONCRETE PAVEMENT (PG 58-34) OR SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34) HAS BEEN INCLUDED FOR THE WEARING SURFACE WITH THE LIMITS OF BF 7000(20).
11. ESTIMATED QUANTITIES OF ITEM 608.15 POWER GRADER RENTAL, ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I, AND ITEM 608.37 TRUCK RENTAL HAVE BEEN INCLUDED FOR REMOVING BUILT UP SAND, SOD ETC. ADJACENT TO THE SHOULDER, IN NON-GUARDRAIL AREAS, TO ALLOW FREE DRAINAGE OFF THE SHOULDER AS DIRECTED BY THE ENGINEER.
12. 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 406.25 BITUMINOUS CONCRETE PAVEMENT (PG 58-34) OR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
13. PAVEMENT WILL BE AN ALTERNATE AND PAID UNDER ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT (PG 58-34) OR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
14. ALL BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 1/4" +/- (TOTAL THICKNESS EXCLUDING THE LEVELING COURSE).
15. IF ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT (PG 58-34) ALTERNATE IS SELECTED, THE WEARING COURSE AND LEVELING COURSE SHALL BE TYPE IV BITUMINOUS CONCRETE PAVEMENT. ALL PG GRADED ASPHALT CEMENT USED IN TH E BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34. IF ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34) ALTERNATE IS SELECTED, THE WEARING COURSE AND LEVELING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. ALL PG GRADED ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
16. RUBBER TIRE COMPACTION ROLLERS SHALL BE USED ON THE LEVELING COURSE TO MAXIMIZE COMPACTION ON THE UNEVEN SURFACES.
17. EMULSIFIED ASPHALT SHALL BE APPLIED AS A TACK COAT ON ALL EXISTING OR COLD PLANED PAVEMENT SURFACES AT ATHE RATE OF 0.080/ GAL/SY AND BETWEEN ALL COURSES OF BITUMINOUS CONCRETE PAVEMENT AT THE RATE OF 0.025 TO 0.040 GAL/SY. EMULSIFIED ASPHALT WILL BE AN ALTERNATE AND PAID UNDER ITEM 404.65 EMULSIFIED ASPHALT OR ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-1H OR CRS-1H).
18. STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.
19. 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 OR ITEM 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FOOT POSTS, AS APPROPRIATE.
20. AN ESTIMATED QUANTITY OF ITEM 203.30 EARTH BORROW HAS BEEN INCLUDED FOR USE WITH GUARDRAIL END TERMINAL AREAS. 25 CY OF ITEM 203.30 EARTH BORROW HAS BEEN ESTIMATED FOR EACH NEW END TERMINAL AREA. GUARDRAIL END TERMINAL AREAS SHALL BE CAPPED WITH AN ESTIMATED THREE INCH DEPTH OF OF ITEM 651.35 TOPSOIL UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 CY OF ITEM 651.35 TOPSOIL FOR EACH NEW GUARDRAIL END TERMINAL AREA. ITEM 653.20 TEMPORARY EROSION MATTING SHALL BE PLACED ON SLOPES GREATER THEN 1:6 CREATED BY THE GUARDRAIL END TERMINAL AREA. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.20 TEMPORARY EROSION MATTING FOR EACH NEW GUARDRAIL END TERMINAL AREA. PRIOR TO THE PLACEMENT OF TEMPORARY EROSION MATTING PLACE ITEM 651.35 TOPSOIL, ITEM 651.18 FERTILIZER, ITEM 651.20 AGRICULTURAL LIMESTONE AND ITEM 651.15 SEED.
21. ALL PAVED AND GRAVEL RESIDENTIAL, COMMERCIAL, FIELD AND WOOD DRIVES SHALL RECEIVE A TWO FOOT PAVED APRON UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ANY AND ALL REQUIRED EXCAVATION AND ASSOCIATED DRIVE GRADING IN DRIVE AREAS SHALL BE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER AND WILL BE PAID FOR UNDER ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES). BITUMINOUS CONCRETE MATERIAL PLACED BY MECHANICAL METHODS AT THESE LOCATION S IS EXCLUDED. ALL OTHER BITUMINOUS MATERIALS PLACED WITHIN THE PROJECT LIMITS, WITHER BY HAND OR MECHANICAL METHODS, WILL BE PAID UNDER ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT (PG 58-34) OR 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34) AS APPLICABLE.

PROJECT NAME:	DANVILLE-ST. JOHNSBURY
PROJECT NUMBER:	STP FPAV(9)
FILE NAME: 16v148.dgn	PLOT DATE: 05-JUN-2017
PROJECT LEADER: B. KIPP	DRAWN BY: B. KIPP
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