

| F.A.S. RTE. | F.A.P. RTE. | SECTION        | COUNTY     | TOTAL SHEETS | SHEET NO. |
|-------------|-------------|----------------|------------|--------------|-----------|
| 2905        | 726         | 113B-1, 113B-2 | WILLIAMSON | 87           | 2         |

**GENERAL NOTES**

THE THICKNESS OF HOT MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT MIX ASPHALT MIXTURE IS PLACED.

FACTORS USED FOR QUANTITY CALCULATIONS ARE AS FOLLOWS:

|  |                     |
|--|---------------------|
| ALL HOT MIX ASPHALT:                   | 2.016 TONS/CU. YD.  |
| HOT MIX ASPHALT MATERIALS ON PAVEMENT: | 0.09 GAL./SQ. YD.   |
| AGGREGATE (PRIME COAT):                | 0.0015 TONS/SQ. YD. |
| ALL AGGREGATE:                         | 2.05 TONS/CU. YD.   |
| RIPRAP                                 | 1.50 TONS/CU YD     |

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. CONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 OFFICE.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECK AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.

AT ALL LOCATIONS WHERE HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT SHALL BE INCLUDED IN THE TYPE OF PAVEMENT BEING CONSTRUCTED.

QUANTITIES SHOWN IN THE PLANS FOR BRIDGE DECK GROOVING AND PROTECTIVE COAT INCLUDE THE BRIDGE, THE BRIDGE APPROACH PAVEMENTS, AND THE BRIDGE APPROACH PAVEMENT CONNECTORS (PCC) SPECIAL.

PROTECTIVE COAT SHALL BE APPLIED TO THE BRIDGE, THE BRIDGE APPROACH PAVEMENTS, AND THE BRIDGE APPROACH PAVEMENT CONNECTORS (PCC) SPECIAL IN ACCORDANCE WITH ARTICLE 503.19 OF THE STANDARD SPECIFICATIONS. THE PROTECTIVE COAT SHALL BE APPLIED REGARDLESS OF THE CURING METHOD USED. THE RATE OF APPLICATION FOR EACH COAT ON SAW CUT GROOVED AREAS SHALL BE 25 SQUARE YARDS PER GALLON OF MIXTURE.

REMOVAL OF EXISTING BRIDGE APPROACH PAVEMENTS IS INCLUDED IN THE QUANTITY FOR PAVEMENT REMOVAL - SQ YD.

ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION, AND ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED WITHIN PROJECT LIMITS. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4 INCHES OR MORE ABOVE THE GROUND LINE; AND TREES WHICH WILL MATURE TO A DIAMETER OF 100 mm (4 IN.) OR GREATER.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS, THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

STATIONING OF THE PROPOSED SURFACE SHALL BE REQUIRED. STAMP STATIONING EVERY 300 FEET ON ALTERNATING SIDES OF THE PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE 5 1/2 " TALL AND OF A DESIGN APPROVED BY THE ENGINEER. THE STAMPS SHALL BE FURNISHED BY THE CONTRACTOR AND REMAIN HIS/HER PROPERTY.

ATTAINMENT OF PROPER CROWN SHALL BE FULLY ACCOMPLISHED WITH THE HOT MIX ASPHALT BINDER COURSE.

THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION (SPECIAL).

THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 300 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.

THE COST OF REMOVAL OF TEMPORARY PIPE CULVERTS IS INCLUDED IN THE COST TO PROVIDE PIPE CULVERTS, (TEMPORARY) OF THE SIZE AND TYPE SPECIFIED.

**GENERAL NOTES SPECIFIC TO SECTION 113B-1 SN 100-0027 (E) SN 100-0090 (P)**

THE TYPE 6A TEMPORARY TERMINAL GUARDRAIL SECTIONS SHOWN IN THE PLANS MAY BE REPLACED TO MATCH THE RAILING THAT THE CONTRACTOR CHOOSES TO USE ON THE TEMPORARY BRIDGE. NO EXTRA COMPENSATION SHALL BE ALLOWED IF THE TEMPORARY 6A TERMINALS SPECIFIED IN THE PLANS ARE CHANGED.

**GENERAL NOTES SPECIFIC TO SECTION 113B-2 SN 100-0028 (E) SN 100-0091 (P)**

COST OF REMOVING "HOT-MIX ASPHALT BASE COURSE WIDENING, 10'" USED FOR STAGE I TRAFFIC IS INCLUDED IN "PAVED SHOULDER REMOVAL-SQ YD."

THE "HOT-MIX ASPHALT BASE COURSE WIDENING, 10'" CONSTRUCTED IN PRE-STAGE I ON PROPOSED STRUCTURE 100-0091 MAY BE INCORPORATED INTO THE FINAL "HOT-MIX ASPHALT SHOULDERS, 8'" DURING STAGE II CONSTRUCTION IF APPROVED BY THE ENGINEER. SUCH CHANGE WILL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION, BUT THE CONTRACTOR WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.

VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED ON THE STAGE II NEW BRIDGE PARAPET. THE BARRIER WALL REFLECTORS SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.

ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC. THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

ON ALL SUPERELEVATED CURVES, THE PROPOSED BASE COURSE WIDENING SHALL BE CONSTRUCTED WITH A SLOPE CONFORMING TO THE RATE OF SUPERELEVATION OF THE EXISTING PAVEMENT.

TRIM EDGES OF EXISTING BITUMINOUS CONCRETE SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING.

COMMITMENTS: NONE

**STANDARDS**

- 000001-05
- 280001-04
- 420001-07
- 420401-06
- 421001-02
- 482001-02
- 482006-03
- 515001-02
- 630001-07
- 630201-05
- 630301-04
- 631011-04
- 631031-06
- 631032-03
- 631051-01
- 635006-02
- 635011-01
- 666001
- 701001-01
- 701006-02
- 701011-01
- 701201-02
- 701301-02
- 701306-01
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- 862001

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|----------------|--|
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| Examined By:   | <i>Joseph Lewis</i><br>DISTRICT CONSTRUCTION ENGINEER              |
| Examined By:   | <i>Brian Peckles</i><br>DISTRICT MATERIALS ENGINEER                |
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| DATE           | <i>Dec 4 2007</i>  |