

GENERAL NOTES

STATIONING SHOWN ON PLANS FOR RESURFACING IS FOR CONSTRUCTION PURPOSES ONLY AND NOT TO BE STAMPED ON FINAL BITUMINOUS SURFACE.

BITUMINOUS SURFACE REMOVAL OPERATIONS MAY NEED ADJUSTED TO PERFORM EDGE OF PAVEMENT PROFILE CORRECTIONS IN THE AREAS OF 35+00 TO 38+00. THESE LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

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.

AT PCC INLAY LOCATIONS, PROPOSED SAW CUTS WILL BE SAWED TO MATCH EXISTING CUTS ON ADJACENT PAVEMENT.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT MIX ASPHALT	2.392 METRIC TONS/CU. METER (2.016 TONS/CU. YD.)
ALL AGGREGATE	2.43 METRIC TONS/CU. METER (2.05 TONS/CU. YD.)
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.41 LITERS/SQ. METER (0.09 GAL./SQ. YD.)
INTERMEDIATE LIFTS (FOG COAT)	0.20 LITERS/SQ. METER (0.04 GAL./SQ. YD.)
ON AGGREGATE SURFACE	1.45 LITERS/SQ. METER (0.32 GAL./SQ. YD.)
AGGREGATE (PRIME COAT)	0.0016 METRIC TONS/SQ. METER (0.0015 TONS/SQ. YD.)
RIPRAP	1.78 METRIC TONS/CU. METER (1.50 TONS/CU. YD.)

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR SURFACE REMOVAL AND BITUMINOUS SURFACE COURSE.

THE CONCRETE SURFACE REMOVAL THAT WILL BE REQUIRED IN SOME AREAS ON EXISTING CONCRETE PATCHES WILL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE REMOVAL.

THE USE OF A VIBRATORY ROLLER SHALL BE PROHIBITED. THE CONTRACTOR MAY BE REQUIRED TO MAKE ROLLING PATTERN ADJUSTMENTS TO OBTAIN THE REQUIRED FIELD DENSITY.

REMOVAL OF SURFACE MATERIAL LOCATED IN THE GUTTER FLAG SHALL BE INCIDENTAL TO HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2 IN.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

A 4' MINIMUM CLASS C PATCH WILL BE REQUIRED NEXT TO THE CONCRETE RAILROAD CROSSING PANELS.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT MIX ASPHALT SURFACE REMOVAL OR HOT MIX ASPHALT BINDER COURSE OR LEVELING BINDER, WHEN SPECIFIED.

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

BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 600 METERS (2,000 FT.), THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

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.

ALL ELECTRIC CABLE AND CONDUIT QUANTITIES ARE ROUNDED UP TO THE NEAREST 1.52 m (5 FT.).

THE FURNISHING AND INSTALLATION OF THE 3.18 cm (1/4 IN.) CONDUIT WITH ITS TRENCHING AND BACKFILL FROM THE LOOP SAWCUT TO THE SPLICE POINT SHALL BE INCLUDED IN THE LOOP INSTALLATION UNLESS SHOWN OTHERWISE ON THE PLANS.

THE INDUCTION LOOP WIRE AND LEAD-IN WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

SHIELDED CABLE TO LOOP LEADS SHALL BE GROUNDED AT THE CONTROLLER TERMINAL ONLY.

ALL DETECTOR LOOP CORNERS SHALL BE CORE DRILLED 5.08 cm (2 IN.) MINIMUM DIAMETER EXCEPT THOSE PLACED UNDER RESURFACING. THE DETECTOR LOOP CORNERS PLACED UNDER RESURFACING SHALL BE DIAGONALLY SAWCUT.

EXISTING SURFACE DISTURBED DURING EXCAVATION FOR FOUNDATIONS AND PUSH PITS SHALL BE RESTORED TO THE LIMITS AND CONDITION SPECIFIED BY THE ENGINEER OR AS SHOWN ON THE PLANS. UNLESS NOTED OTHERWISE ON THE PLANS THE REMOVAL AND RESTORATION SHALL BE INCLUDED IN THE CONTRACT.

CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.

SAWED SLOTS FOR TWISTED PAIR ELECTRIC CABLES SHALL BE LARGER THAN SINGLE CONDUCTOR LOOP SLOTS.

THE LOCATION OF THE DETECTOR LOOPS MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER OF TRAFFIC OPERATIONS.

ALL DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO RESURFACING.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC OPERATIONS 72 HOURS PRIOR TO THE SHUT-DOWN OR CUTTING OF EXISTING DETECTOR LOOPS.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS 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 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

Structure No.	Operating Rating	Inventory Rating	Posting
091-7045	0	0	No Posting
091-7046	20.0	12.2	Legal Load Only

THERE ARE NO AVAILABLE WASTESITES WITHIN THE PROJECT'S LIMITS.

COMMITMENTS: NONE

MIXTURE REQUIREMENTS

Location(s):	Hot-Mix Asphalt Surface Course
Mixture Use(s):	Polymerized Hot-Mix Asphalt Surface Course, Mix D, NI05
AC/Pg:	SBS PG76-22
RAP % (Max):	0
Design Air Voids:	4.0%, 105 Gradation Design
Mixture Composition:	IL-9.5 mm or IL 12.5 mm
(Gradation Mixture)	
Friction	D Surface
Aggregate:	

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701006-03	OFF-ROAD OPERATIONS 2-L, 2-W, 15' TO 24" FROM PAVEMENT EDGE
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