

GENERAL NOTES

SEE CROSS SECTIONS FOR SPECIAL DITCHES AND BACKSLOPES.

THE REMOVAL OF BITUMINOUS SURFACING LESS THAN 6 INCH THICKNESS NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE OR A THICKNESS OF 6 INCHES OR MORE ON A FLEXIBLE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.

THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS.

IT IS ESTIMATED THAT 6,340 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.

ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.

THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.

PLACEMENT AND COMPACTION OF THE BACKFILL FOR PROPOSED ACROSS ROAD CULVERTS AND EXISTING ACROSS ROAD CULVERTS THAT ARE REMOVED SHALL CONFORM TO SECTION 502.10 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE MATERIAL SHALL CONFORM TO ARTICLE 208.02 OF THE STANDARD SPECIFICATIONS, AND SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD LABORATORY DENSITY. ANY MATERIAL CONFORMING TO THE REQUIREMENTS OF ARTICLE 1003.04 OR 1004.05 WHICH HAS BEEN EXCAVATED FROM THE TRENCHES SHALL BE USED FOR BACKFILLING THE TRENCHES. THE ENTIRE EXCAVATION, WITHIN 2 FEET OUTSIDE OF EACH SHOULDER, SHALL BE BACKFILLED WITH TRENCH BACKFILL MATERIAL TO THE BOTTOM OF THE PROPOSED SUBGRADE. IMPERVIOUS MATERIAL SHALL BE USED ON THE OUTER 3 FEET AT EACH END OF THE CULVERT. THIS TRENCH BACKFILL MATERIAL WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CLASS OF CONCRETE INVOLVED OR OTHER UNIT PRICE ITEM OF THE WORK FOR WHICH IT IS REQUIRED.

ALL "AGGREGATE SUBGRADE IMPROVEMENT" (SECTION 303), SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLES 311.04, 311.05, 311.05(A), 311.06 AND 311.07. ALL AGGREGATE SUBGRADE THICKNESSES LESS THAN 12 INCHES SHALL BE CONSTRUCTED OF AGGREGATE OF CA02 GRADATION. ALL AGGREGATE SUBGRADE THICKNESSES GREATER THAN 12 INCHES SHALL BE CONSTRUCTED OF CS02.

THE EXISTING HOT-MIX ASPHALT ON PRIVATE AND COMMERCIAL ENTRANCES SHALL BE BLADED OFF OR MILLED AND DISPOSED OF OUTSIDE THE PROJECT LIMITS. THIS COULD BE THE ENTIRE ENTRANCE OR TAPERED AT THE END DEPENDING ON IF THE MAINLINE IS RESURFACED OR MILLED AND RESURFACED. THE COST OF THE BLADING, MILLING, ROLLING, AND DISPOSAL IS INCLUDED IN THE CONTRACT UNIT PRICE FOR INCIDENTAL HOT-MIX ASPHALT SURFACING

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

RESURFACING

Mixture Uses(s):	Surface	Level Binder	Binder
PG:	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0 @ N50	4.0 @ N50	4.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5FG *	IL 19.0
Friction Aggregate	C	N/A	N/A
20 Year ESAL	0.3	0.3	0.3
Mix Unit Weight	112 lbs/sv/in		

* On projects with less than 2000 tons Level Binder, Growth Curve will be used for Density and IL 9.5 may be used

FULL DEPTH PAVEMENT

Mixture Uses(s):	Surface	Top Lift Binder	All Other Lifts
PG:	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0 @ N50	4.0 @ N50	4.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 19.0	IL 19.0
Friction Aggregate	C	N/A	N/A
20 Year ESAL	0.3	0.3	0.3
Mix Unit Weight	112 lbs/sv/in		

SHOULDERS

Mixture Uses(s):	Top Lift	All Lower Lifts
PG:	PG 64-22	PG 64-22
Design Air Voids	3 @ N50	2 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5, 12.5, 9.5FG	BAM or IL 19.0
Friction Aggregate	C	N/A
20 Year ESAL	N/A	N/A
Mix Unit Weight	112 lbs/sv/in	

THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 1/2" HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2 LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6" INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.

REFLECTIVE CRACK CONTROL SHALL BE PLACED ON THE EXISTING SURFACE PRIOR TO ANY RESURFACING, UNLESS PAVEMENT IS MILLED THEN IT WILL BE PLACED ON THE BINDER COURSE.

ON FULL DEPTH PAVEMENT, SHOULDER WIDTHS OF 6 FT. OR LESS MAY BE PLACED, AT THE CONTRACTOR'S OPTION, SIMULTANEOUSLY WITH THE ADJACENT TRAFFIC LANE FOR BOTH THE BINDER AND SURFACE COURSES, PROVIDED THE CROSS SLOPE OF BOTH THE PAVEMENT AND SHOULDER CAN BE SATISFACTORILY OBTAINED. THE SHOULDER WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED ON THE PLANS.

BITUMINOUS AND AGGREGATE PRIME COAT SHALL BE PLACED IN ACCORDANCE WITH SECTION 406 OF THE STANDARD SPECIFICATIONS. THE COST OF THE PRIME COATS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER TON FOR LEVELING BINDER (MACHINE METHOD) OF THE TYPE SPECIFIED.

A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.

THE NEW NUMBER FOR 008-0029 WILL BE 008-0049, FOR 008-0030 WILL BE 008-0050 AND FOR THE NEW CULVERT WILL BE 008-0116.

THE ADDITIONAL THICKNESS OF PROPOSED PAVEMENT REQUIRED TO MATCH THE BRIDGE APPROACH PAVEMENT, SHOWN IN STANDARD 420401, SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND NOT PAID FOR SEPARATELY.

REFLECTOR MARKERS TYPE B SHALL BE INSTALLED ON THE TOP OF BRIDGE PARAPET WALLS. THE MARKERS SHALL BE ACCORDING TO STANDARD 635011 AND THE COLOR AND SPACING ACCORDING TO STANDARD 635006, EXCEPT THE MINIMUM IS 2 PER SIDE.

CULVERT & BRIDGE FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOW SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOBSITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES.

THE CONTRACTOR SHALL REMOVE ALL ENTRANCE CULVERTS IN CONDITION FOR REUSE WHICH ARE NOT TO BE LEFT IN PLACE. THEY SHALL BE CLEANED AND STORED ALONG THE RIGHT OF WAY AS DIRECTED. IN NO CASE SHALL THEY BE ROUGHLY HANDLED OR SHOVED BY HEAVY MACHINERY. UNUSABLE MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE. COST OF THE WORK TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

THE PROPOSED PIPES FOR ENTRANCES AND SIDE ROADS SHALL BE PLACED IN LINE WITH THE EXISTING OR PROPOSED DITCH LINE.


CONNECTING BANDS FOR CORRUGATED METAL PIPES SHALL BE METAL AND SHALL BE COATED WITH THE SAME MATERIAL AS THE PIPE SECTIONS. THE CONNECTING BANDS SHALL BE A MINIMUM OF 18" WIDE.

IT IS ANTICIPATED THAT SEVERAL MAILBOXES WILL REQUIRE RELOCATION TO THE APPROACH SIDE OF THE ENTRANCES. WHEN THIS IS DONE, THE CONTRACTOR SHALL BE REQUIRED TO MOUNT THE MAILBOX ON A 4"X 4" WOOD POST 40 INCHES ABOVE THE SHOULDER SURFACE AND EXTENDING TO A MINIMUM OF 24 INCHES INTO THE EMBANKMENT. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE EARTH EXCAVATION. THERE ARE AN ESTIMATED 4 MAILBOXES TO BE RELOCATED.

EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR FURNISHED EXCAVATION.

THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (TANGENT) OR STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (FLARED).

GENERAL NOTES CONTINUED ON FOLLOWING SHEET

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