

GENERAL NOTES

See cross sections for special ditches and backslopes.

The final top 4 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.

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 of 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.

Class C Patches shall be tied to the adjacent lane when the patches are more than 20 feet. The cost of the tie bars shall be included in the cost of the patch.

The following Mixture Requirements are applicable for this project:

| Mixture Uses(s): | Mainline Resurfacing | | Shoulders | |
|---|----------------------|----------------|----------------|----------------|
| | Surface | Surface | 6" Shoulder | 6" Shoulder |
| PG: | PG 64-22 | PG 64-22 | PG 64-22 | PG 64-22 |
| Design Air Voids | 4.0 @ N50 | 4 @ N50 | 2 @ N50 | 2 @ N50 |
| Mixture Composition (Gradation Mixture) | IL 9.5 or 12.5 | IL 9.5 or 12.5 | BAM or IL 19.0 | BAM or IL 19.0 |
| Friction Aggregate | C | C | N/A | N/A |
| 20 Year ESAL | 0.4 | 0.4 | N/A | N/A |

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.

The area to be primed shall be limited to that which can be covered with HMA on the next days productivity, but no more than five days in advance of the placement of the HMA, unless approved by the Engineer.

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 HOT-MIX ASPHALT SURFACE COURSE 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 these structures will be:

| | |
|-------------|-------------|
| Sta. 318+25 | SN 037-1186 |
| Sta. 339+15 | SN 037-1188 |
| Sta. 375+32 | SN 037-0178 |
| Sta. 393+64 | SN 037-1187 |
| Sta. 397+17 | SN 037-1191 |
| Sta. 466+50 | SN 037-1192 |
| Sta. 479+36 | SN 037-1189 |
| Sta. 492+34 | SN 037-1190 |

The thickness for the Bridge Approach Pavement Connector (Flexible) adjacent to existing pavement shall be a minimum of 12". The material shall be 2" Hot-Mix Asphalt Surface Course, and the remaining thickness shall be Hot-Mix Asphalt Binder Course.

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.

The boring logs for this structure indicate that groundwater levels may encroach on the construction limits of this culvert. It shall be the responsibility of the contractor to control the ground water and divert the stream flow during construction in order to keep the construction area free of water. The method of controlling the water shall be subject to approval of the Engineer and the cost shall be included in the contract unit price for Precast Concrete Box Culverts.

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 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.

Where field tile is encountered, storm sewer or pipe drain will be used in accordance with Section 611. The minimum size for replacement will be 6" for Pipe Drains and 8" for Storm Sewer, but the size must be at least 2" larger than the adjoining tile. A Field Tile Junction Vault will be constructed at the right of way to connect the tile and storm sewer. See the Summary of Quantities for the estimated quantities.

The underdrain system scheduled on this project is to be constructed in accordance with Section 601 of the Standard Specifications for Road and Bridge Construction, except CA 16 shall be used in lieu of FA 1 or FA 2 for trench backfill. The CA 16 shall be according to Article 1004.05 and Article 1004.01 of the Standard Specifications, except in the table, Course Aggregate Gradation, the percent passing the No. 16 sieve shall be 4 ± 4%. The trench shall be wrapped using a fabric envelope meeting the requirements of Article 1080.05 of the Standard Specifications. Fabric encasing the pipe shall be eliminated.

Embankment quantities for the construction of the Traffic Barrier Terminals as shown in the plans are included in quantities for Earth 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 I Special (Flared).

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted. Delineators shall be placed at the ends of approach guardrail terminal sections, and at each headwall or end section of AR Culverts. This work will be paid for at the contract unit price each for DELINEATORS.

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