

GENERAL NOTES

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

ALL HOT MIX ASPHALT	(2.016 TONS/CU. YD.)
ALL AGGREGATE	(2.05 TONS/CU. YD.)
BITUMINOUS MATERIALS:	
ON PAVEMENT	(0.09 GAL./SQ. YD.)
INTERMEDIATE LIFTS (FOG COAT)	(0.04 GAL./SQ. YD.)
ON AGGREGATE SURFACE	(0.32 GAL./SQ. YD.)
AGGREGATE (PRIME COAT)	(0.0015 TONS/SQ. YD.)
RIPRAP	(1.50 TONS/CU. YD.)

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.

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

THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL RE-ERECT THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.

THE LIMITS OF EARTH SLOPES SHOWN IN THE CROSS SECTIONS ARE APPROXIMATE. THE ACTUAL SLOPE USED SHALL BE DETERMINED BY THE MATERIAL CLASSIFICATION AS DEFINED IN ARTICLE 202.04, AND AS DIRECTED BY THE ENGINEER.

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

FORMS FOR COMBINATION CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.

ADDITIONAL WIDTH OF GUTTER FLAG, AT LOCATIONS INDICATED ON THE PLANS, SHALL BE POURED MONOLITHICALLY WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED OR PAID FOR SEPARATELY.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURB, AND PCC PAVEMENT AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.18.

ALL PIPE CULVERTS (R.C.C.P.) AND STORM SEWERS DESIGNATED ON THE PLANS SHALL BE "REINFORCED CONCRETE CULVERT, STORM DRAIN AND SEWER PIPE" CONFORMING TO THE REQUIREMENTS OF ARTICLE 1040.03.

TRENCH BACKFILL REQUIRED FOR STORM SEWER, SANITARY SEWER, OR WATER MAINS SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.

CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.

STONE RIPRAP USED IN DITCHES SHOULD BE PLACED IMMEDIATELY UPON COMPLETION OF EARTHWORK AND GRADING IN ORDER TO PREVENT EROSION.

THE REMOVAL OF BROKEN CONCRETE IN EXISTING DITCHES AND ON THE FORESLOPES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

THE QUANTITY OF EROSION CONTROL BLANKET SHOWN IN THE PLANS IS ONLY AN ESTIMATE. THE ACTUAL AMOUNT USED, AND LOCATIONS, SHALL BE DETERMINED BY THE ENGINEER.

ALL ELECTRIC CABLE AND CONDUIT QUANTITIES ARE MEASURED IN PLAN VIEW.

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

WHILE SIGNAL HEADS ARE MOUNTED IN PLACE, BUT NOT YET IN OPERATION, THEY SHALL BE SECURELY COVERED IN WHITE PLASTIC.

ALL PROPOSED MAST ARMS SHALL BE LOCATED NO CLOSER THAN 6 FT FROM FACE OF CURB TO CENTER OF POLE; ALL PROPOSED TRAFFIC SIGNAL POSTS WILL BE LOCATED NO CLOSER THAN 4 FT FROM FACE OF CURB TO CENTER OF POST (UNLESS SHOWN OTHERWISE ON THE PLANS).

THE FURNISHING AND INSTALLATION OF THE 1 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.

ALL DETECTOR LOOP CORNERS SHALL BE CORE DRILLED 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.

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

THE TRAFFIC OPERATIONS ENGINEER SHALL BE NOTIFIED PRIOR TO CONSTRUCTION OF MAST ARM FOUNDATIONS, HANDHOLES, GULFBOX JUNCTIONS, AND DETECTOR LOOPS AND SHALL APPROVE THE LOCATIONS OF EACH AND MAY ADJUST TO FIT FIELD CONDITIONS IF NECESSARY.

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

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.

UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION AND THEIR ACTUAL LOCATIONS ARE NOT GUARANTEED TO BE AS SHOWN IN THE PLANS.

THERE ARE NO AVAILABLE WASTE SITES ON THE EXISTING RIGHT OF WAY WITHIN THE PROJECT LIMITS.

COMMITMENTS: NONE

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1	COVER SHEET
2	GENERAL NOTES, INDEX OF SHEETS, LIST OF STANDARDS
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7-8	SCHEDULES
9	REMOVAL SHEET
10	PLAN-PROFILE SHEET
11	DRAINAGE-PROFILE SHEET
12	GEOMETRICS SHEET
13-16	CONSTRUCTION STAGING
17	PAVEMENT MARKING DETAIL SHEET
18	TRAFFIC SIGNAL AND LIGHTING PLAN
19	TRAFFIC SIGNAL CABLE DIAGRAM AND WIRING DIAGRAM FOR HIGHWAY LIGHTING
20	TIE POINT SHEET
21	DETAILS: INLET SPECIAL, TYPE 3, 5&6 FOOT; CONCRETE COLLAR; CAST IRON FRAME, TYPE 1 & TYPE 2 WITH TYPE 1 CLOSED LID
22	DETAILS: SEEDING AND MULCHING, URBAN; PHASE DESIGNATION DIAGRAM; SERVICE INSTALLATION DETAILS
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