

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/SO. YD.
- STONE RIP RAP:
 - RIPRAP -----1.50 TONS/CU.YD.
- PROCESSING LIME MODIFIED SOILS:
 - LIME -----6% OF WEIGHT OF EARTH
 - EARTH -----110 LBS./CU. FT.
 - WATER -----500 GALS./TONS OF LIME (1000 GALS./UNIT)

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURES 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 FOR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. EXISTING PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 OFFICE.

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

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

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.

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.

TRIM EDGES OF EXISTING HOT-MIX ASPHALT SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW PAVEMENT.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION FOR THE SURFACE COURSE FOR THE RESURFACING AREAS.

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

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT-MIX ASPHALT SURFACE REMOVAL.

AGGREGATE FOR TEMPORARY ACCESS SHALL BE USED AS DIRECTED BY THE ENGINEER FOR MAINTENANCE PURPOSES. THE GRADATION SHALL BE CA-6 OR CA-10 AS DIRECTED BY THE ENGINEER. A QUANTITY OF 1,000 TONS HAS BEEN ESTIMATED FOR THIS WORK.

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.

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.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 100 m (300 FT.) INTERVALS ON BOTH OUTSIDE EDGES OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 140 mm (5 1/2 IN.) TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR. ALL EQUATION STATIONS SHALL ALSO BE STAMPED AT THEIR PROPER LOCATION, INCLUDING THE TEMPORARY PERMANENT ALIGNMENT AT THE NORTH TIE-IN.

THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE OTHER ITEMS OF CONSTRUCTION IF ONLY THE ENDS OF THE CULVERT (0.6 m (2 FT.) OR LESS) ARE ENCASED. IF MORE THAN 0.6 m (2 FT.) AT THE ENDS OF THE CULVERT ARE ENCASED IN CONCRETE, THE REMOVAL WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

ALL CULVERT EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS. PRIOR TO EXTENDING ANY CULVERT, THE ENTIRE LENGTH OF THE EXISTING CULVERT SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE PAID ACCORDING TO ARTICLE 109.04

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 SHALL CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

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.

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.

ADDITIONAL WIDTH OF GUTTER FLAG, AT LOCATIONS INDICATED ON THE PLANS, WILL BE POURED MONOLITHICALLY WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED NOR PAID FOR SEPARATELY.

ALL BUILDINGS AND BUILDING DEBRIS, WHETHER SHOWN ON THE PLANS OR NOT, WITHIN THE LIMITS OF THE RIGHT OF WAY WILL BE REMOVED AND DISPOSED OF ACCORDING TO SECTION 201.

EXISTING DRIVEWAYS WILL BE SAWCUT TO OBTAIN A NEAT EDGE FOR REMOVAL AND REPLACEMENT. THE COST OF THE SAWCUT IS INCLUDED IN THE COST OF THE DRIVEWAY PAVEMENT REMOVAL.

QUANTITIES SHOWN IN THE PLANS FOR BRIDGE DECK GROOVING AND PROTECTIVE COAT INCLUDE THE BRIDGES AND THE BRIDGE APPROACH PAVEMENTS (SPECIAL)

TRAFFIC CONTROL DEVICES SHOULD REMAIN IN A PAVED LANE TO THE GREATEST EXTENT POSSIBLE. IF ANY STAGED LANES LESS THAN 12 FT WIDE ARE NEEDED, THEY ARE TO BE LIMITED AS DIRECTED BY THE ENGINEER.

ALL RIGHT OF WAY MARKERS SHALL BE CONSTRUCTED USING METHOD A OF HIGHWAY STANDARD 666001.

REMOVAL OF ABANDON UTILITIES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

STANDARDS

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|-----------|-----------|-----------|-----------|-----------|
| 000001-06 | 542301-03 | 630201-06 | 701106-02 | 720006-04 |
| 001001-02 | 542401-01 | 630301-06 | 701201-04 | 720011-01 |
| 001006 | 601001-04 | 631011-09 | 701301-04 | 720021-02 |
| 202001-01 | 601101-01 | 631031-12 | 701306-03 | 729001-01 |
| 280001-07 | 602301-04 | 635001-01 | 701311-03 | 780001-04 |
| 406201-01 | 602401-03 | 635006-03 | 701316-08 | 781001-03 |
| 420001-07 | 602701-02 | 635011-02 | 701326-04 | BLR 21-9 |
| 420401-10 | 604001-03 | 642001-02 | 701501-06 | BLR 27-1 |
| 424001-07 | 604036-02 | 666001-01 | 701502-06 | |
| 424026-01 | 606001-05 | 667101-02 | 701602-07 | |
| 442201-03 | 606301-04 | 701001-02 | 701701-09 | |
| 482001-02 | 606401-01 | 701006-05 | 701901-03 | |
| 482011-03 | 609006-05 | 701011-04 | 704001-07 | |
| 515001-03 | 630001-10 | 701101-04 | 720001-01 | |
| 542011 | | | | |

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| Location(s): | Hot-Mix Asphalt Surface Course |
| Mixture Use(s): | Hot-Mix Asphalt Surface Course, Mix D, N90 |
| AC/PG: | PG64-22 |
| ABR % (Max): | See Special Provision |
| Design Air Voids: | 4.0%, 90 Gyration Design |
| Mixture Composition: (Gradation Mixture) | IL-9.5 mm |
| Friction Aggregate: | D Surface |

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| Location(s): | Hot-Mix Asphalt Binder Course |
| Mixture Use(s): | Hot-Mix Asphalt Binder Course, N90, IL-19.0 |
| AC/PG: | PG64-22 |
| ABR % (Max): | See Special Provision |
| Design Air Voids: | 4.0%, 90 Gyration Design |
| Mixture Composition: (Gradation Mixture) | IL-19.0 mm |
| Friction Aggregate: | None |

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|--|--------------------------------|
| Location(s): | Hot-Mix Asphalt Shoulders |
| Mixture Use(s): | Hot-Mix Asphalt Shoulders, N30 |
| AC/PG: | PG58-22 |
| ABR % (Max): | 50 |
| Design Air Voids: | 2.0%, 30 Gyration Design |
| Mixture Composition: (Gradation Mixture) | HMA Shoulder |
| Friction Aggregate: | None |

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| Location(s): | Hot-Mix Asphalt Surface Course (Sideroads) |
| Mixture Use(s): | Hot-Mix Asphalt Surface Course, Mix C, N90 |
| AC/PG: | PG64-22 |
| ABR % (Max): | See Special Provision |
| Design Air Voids: | 4.0%, 90 Gyration Design |
| Mixture Composition: (Gradation Mixture) | IL-9.5 mm |
| Friction Aggregate: | C Surface |