

# GENERAL NOTES

## MAINTENANCE OF TRAFFIC NOTES

### DUST CONTROL

AN ESTIMATED AMOUNT OF 616 (CALCIUM CHLORIDE) AND 616 (WATER) HAS BEEN PROVIDED FOR DUST CONTROL, AS DIRECTED BY THE ENGINEER, AS SHOWN BELOW:

616	WATER	50 M GAL.
616	CALCIUM CHLORIDE	1 TON

### LOCATION AND SIZE OF PIPE

THE LOCATION, TYPE, DEPTH AND SIZE OF ALL EXISTING PIPES ARE SHOWN AS NEARLY EXACT AS THE AVAILABLE INFORMATION WILL PERMIT. THE STATE WILL NOT BE RESPONSIBLE FOR ANY VARIATIONS FOUND DURING CONSTRUCTION.

### SPRING DRAINS

REFERENCE IS MADE TO THE DETAILED DRAWING ON STANDARD CONSTRUCTION DRAWING MC-1 SHOWING THE METHOD OF DRAINING ANY SPRING THAT MAY BE SHOWN ON THE PLAN OR ENCOUNTERED DURING CONSTRUCTION, AS DETERMINED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS PURPOSE:

ITEM 605 - 50 L. F. 6" UNCLASSIFIED PIPE UNDERDRAIN,  
707.01 TYPE III OR 707.21 TYPE III

ITEM 605 - 50 L. F. AGGREGATE DRAINS

### ADDITIONAL SOIL INFORMATION

ALL AVAILABLE SOIL AND BEDROCK INFORMATION WHICH CAN BE CONVENIENTLY SHOWN ON THE SOIL PROFILE AND/OR STRUCTURE FOUNDATION INVESTIGATION SHEETS HAVE BEEN SO REPORTED. ADDITIONAL SUBSURFACE INVESTIGATIONS MAY HAVE BEEN MADE TO STUDY SOME SPECIAL ASPECT OF THE PROJECT. COPIES OF THIS DATA, IF ANY, MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE BUREAU OF TESTS AT 1600 WEST BROAD STREET, THE PAVEMENT AND SOILS SECTION OF THE BUREAU OF LOCATION AND DESIGN OR IN THE BRIDGE BUREAU AT 25 SOUTH FRONT STREET.

### CONNECTION TO EXISTING PIPE

WHERE THE PLANS PROVIDE FOR PROPOSED CONDUIT TO BE CONNECTED TO OR TO CROSS EITHER OVER OR UNDER AN EXISTING SEWER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE THE EXISTING PIPE BOTH AS TO LINE AND GRADE BEFORE HE STARTS TO LAY THE PROPOSED CONDUIT.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT 603 CONDUIT ITEMS.

### ITEM 605 AGGREGATE DRAINS

AGGREGATE DRAINS SHALL BE PLACED AT FIFTY (50) FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS AND AT TWENTY-FIVE (25) FOOT INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS.

AN AGGREGATE DRAIN SHALL BE PLACED AT THE LOW POINT OF EACH SAG VERTICAL CURVE.

### SANITARY FLOW INTO HIGHWAY DRAINAGE SYSTEMS

PLAN MAKES NO PROVISION FOR CONNECTING, NOR SHALL THE ENGINEER OR CONTRACTOR CONNECT ANY EXISTING OR NEW DRAINAGE INTO THE HIGHWAY DRAINAGE SYSTEM WHEN SUCH DRAINS CARRY FLOW FROM ANY PLUMBING FIXTURES, INCLUDING FLOOR DRAINS AND SINK DRAINS, OR DRAINS FROM LIVESTOCK LOTS OR BARN.

EXISTING PIPE CARRYING FLOW WHICH COMES WITHIN THE CATEGORY OUTLINED ABOVE SHALL BE PLUGGED WITH CLASS C CONCRETE IN THE RIGHT-OF-WAY LINE. PAYMENT FOR SAID PLUGGING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 EXCAVATION.

### REMOVAL OF EXISTING BRIDGE

ITEM 202 (REF. IR) STRUCTURES REMOVED IN THE ROADWAY PLANS REFERS TO COMPLETE REMOVAL OF THE SUPERSTRUCTURE AND PARTIAL REMOVAL OF THE SUBSTRUCTURE AS SHOWN ON THE CROSS SECTIONS. THE SUPERSTRUCTURE IS ESTIMATED TO CONSIST OF APPROXIMATELY 47 CU. YDS. OF REINFORCED CONCRETE. THE PARTIAL SUBSTRUCTURE REMOVAL IS ESTIMATED TO CONSIST OF APPROXIMATELY 236 CU. YDS. OF REINFORCED CONCRETE.

### PAVEMENT REMOVAL

QUANTITIES ARE PROVIDED FOR REMOVAL OF EXISTING PAVEMENT WITHIN THE LIMITS INDICATED ON SHEET NO. 8 AND ARE AS ACCURATE AS POSSIBLE; HOWEVER, PAYMENT SHALL BE MADE AT THE PRICE BID FOR ITEM 202-PAVEMENT REMOVED FOR THE ACTUAL SQUARE YARDS REMOVED.

### ITEM 601 ROCK CHANNEL PROTECTION WITH FILTER

WHERE THIS ITEM IS CALLED FOR ON THE PLANS, THE QUANTITIES SHOWN ARE BASED ON THE DIMENSIONS OF THE ROCK ONLY AND DO NOT INCLUDE THE VOLUME OF A 6" STONE FILTER BED. THE COST OF THE FILTER (EITHER FABRIC OR STONE) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 601 ROCK CHANNEL PROTECTION WITH FILTER.

WHERE THE FABRIC FILTER OPTION IS USED THE FABRIC SHALL MEET THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 939 TYPE B.

THE SURFACE TO RECEIVE THE FABRIC SHALL BE PREPARED TO A RELATIVELY SMOOTH SURFACE FREE OF OBSTRUCTION AND DEBRIS. THE FABRIC SHALL BE PLACED WITH THE LONG DIMENSION PARALLEL TO THE DIRECTION OF FLOW AND SHALL BE LAID LOOSELY BUT WITHOUT WRINKLES AND CREASES. WHERE JOINTS ARE NECESSARY, STRIPS SHALL BE PLACED TO PROVIDE A 12" MINIMUM OVERLAP WITH THE UPSTREAM STRIP OVERLAPPING THE DOWNSTREAM STRIP. SECURING PINS WITH WASHERS SHALL BE PLACED AT 2' MINIMUM INTERVALS ALONG JOINTS AND AT (2', 3', OR 5')\*\* INTERVALS ELSEWHERE TO PREVENT SLIPPAGE OF THE FABRIC. THE SECURING PINS SHALL BE 3/16" DIAMETER OF STEEL POINTED AT ONE END AND FABRICATED WITH A HEAD TO RETAIN A STEEL WASHER HAVING AN OUTSIDE DIAMETER NOT LESS THAN 1-1/2". PIN LENGTHS SHALL BE GREATER THAN OR EQUAL TO 18".

\*\*2' FOR FLOW DIRECTION SLOPES STEEPER THAN 3:1, 3' FOR SLOPES 3:1 TO 4:1, AND 5' FOR SLOPES LESS STEEP THAN 4:1.

### DETOUR LIMITATION

THE DEPARTMENT SHALL BE RESPONSIBLE FOR FURNISHING, ERECTING, MAINTAINING AND REMOVING THE DETOUR SIGNS, SUPPORTS, BARRICADES, LIGHTS, ETC. AS SHOWN ON THE DETOUR PLAN, SHEET NO. 2.

THE CONTRACTOR MUST GIVE THE DEPARTMENT TWO (2) WEEKS WRITTEN NOTICE PRIOR TO THE DATE HE INTENDS TO CLOSE THE ROAD AND IMPLEMENT THE DETOUR.

THE ROAD MUST BE LEFT OPEN TO TWO-WAY TRAFFIC AND THE DETOUR MAY NOT BE IMPLEMENTED DURING THE WINTER MONTHS (NOVEMBER THRU MARCH).

### ITEM 614 MAINTAINING TRAFFIC (LOCAL ACCESS)

THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE REQUIREMENTS OF SPEC. 614.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 404	BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC	5 CU. YD.
ITEM 616	CALCIUM CHLORIDE	1 TON
ITEM 616	WATER	2 M GALS.

SEPARATE PAYMENT SHALL BE MADE FOR ITEMS 404 AND 616 NOTED ABOVE. ALL OTHER WORK REQUIRED FOR TRAFFIC MAINTENANCE SHALL BE INCLUDED WITH PAYMENT FOR ITEM 614 MAINTAINING TRAFFIC.

### CONTRACTOR'S MAINTENANCE RESPONSIBILITY

ON THIS PROJECT, THE CONTRACTOR'S RESPONSIBILITY FOR MAINTENANCE OF EXISTING PAVEMENT, PER ITEM 614, SHALL BE LIMITED TO THOSE PORTIONS OF THE EXISTING HIGHWAY LYING WITHIN THE PROPOSED WORK LIMITS. NECESSARY UPKEEP OF THE ADJOINING PAVEMENTS WHICH ARE USED FOR TRAFFIC MAINTENANCE BUT ARE OUTSIDE OF THE RIGHT-OF-WAY FOR THE PROPOSED HIGHWAY RELOCATION WILL BE PROVIDED BY OTHERS.