List of Standards

No.	Description
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001- 02	TEMPORARY EROSION CONTROL SYSTEMS
420401-05	BRIDGE APPROACH PAVEMENT
515001-02	NAME PLATE FOR BRIDGES
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001- 05	STEEL PLATE BEAM GUARDRAIL
630301- 03	SHOULDER WIDENING FOR TYPE 1, (SPECIAL) GUARDRAIL TERMINALS
631031 -05	TRAFFIC BARRIER TERMINAL, TYPE 6
635001	DELINEATORS
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DEVICES
702001 <i>-05</i>	TRAFFIC CONTROL DEVICES
780001 <i>-01</i>	TYPICAL PAVEMENT MARKINGS

TRAFFIC CONTROL DEVICES - DAY LABOR CONSTRUCTION

TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES

FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

Project Specific General Notes

- 1. COMPLETE IMPROVEMENTS TO WINTER AVENUE WILL BE CONSTRUCTED IN MULTIPLE CONTRACTS. THIS CONTRACT CONSTRUCTS THE STONEY CREEK BRIDGE PORTION OF THE OVERALL IMPROVEMENT.
- 2. ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
- . NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- 4. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.
- 5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITY FACILITIES. HE SHALL ALSO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR THEIR MARKING OF THE EXACT LOCATION
- . WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE COST OF HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- 7. UTILITY ADJUSTMENTS SHALL BE MADE BY THE UTILITY COMPANIES, EXCEPT FOR THOSE, WHICH HAVE BEEN NOTED AS PAY ITEMS.
- 8. MAILBOXES SHALL REMAIN IN SERVICE AT ALL TIMES AND SHALL BE RELOCATED AS NECESSARY DURING CONSTRUCTION. FINAL LOCATION OF MAILBOX SHALL BE DETERMINED BY THE ENGINEER BUT SHOULD BE AS NEAR AS PRACTICAL TO ITS ORIGINAL LOCATION AND PLACED BEHIND THE PROPOSED CURB OR PCC DRIVEWAY PAVT.
- THE CONTRACTOR SHALL DEVELOP A PLAN TO ACCOMPLISH THIS WORK AND MINIMIZE DISRUPTION OF ACCESS. THIS PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- 10. WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- 11. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

- 12. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE DEPARTMENT AS SHOWN ON THE TITLE SHEET.
- 13. IT IS THE CONTRACTORS RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT.
- 14. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION.
- 15. UNLESS INDICATED ON THE PLANS ALL MANHOLES SHALL BE FURNISHED WITH ECCENTRIC CONES, OR FLAT SLAB TOPS HAVING ECCENTRIC OPENINGS. MANHOLE LIDS THAT FALL IN THE DRIVING LANE SHALL BE ALIGNED SUCH THAT THE OFFSET SHOWN IN THE PLAN IS TO THE CENTER OF THE STRUCTURE AND THE CENTER OF THE LID.
- 16. REMOVAL OF AGGREGATE DRIVEWAY MATERIAL AS SHOWN IN THE PLANS IS INCLUDED IN THE COST OF EARTH EXCAVATION.
- 17. ALL SAW CUTS ARE INCLUDED IN THE COST OF THE FOLLOWING PAY ITEMS: PAVEMENT REMOVAL.
- 18. ALL ELEVATIONS REFER TO NATIONAL GEODETIC VERTICAL DATUM OF 1929.
- 19. THE PAINT PAVEMENT MARKING LINE 4" HAS BEEN DIVIDED AS FOLLOWS:

 1284.0 WHITE LINES
 298.0 YELLOW LINES
 1582.0 TOTAL
- 20. SEEDING, CLASS 7 AND MULCH, METHOD 1 IS INCLUDED IN THIS CONTRACT TO SEED DISTURBED AREAS UNTIL LATER CONTRACTS CAN COMPLETE THE EARTHWORK AND PERMANENTLY SEED THE AREAS.
- 22. THE EXTENT OF THE CONSTRUCTION ACTIVITIES WITHIN THE CSX RAILROAD ROW SHALL BE LIMITED TO THE ITEMS AS SHOWN ON THE PLANS. NO EQUIPMENT STORAGE SHALL BE ALLOWED WITHIN THE LIMITS OF THE CSX RAILROAD ROW.
- 23. F.A.U. 6998 (WINTER AVENUE) SHALL NOT BE REOPENED TO TRAFFIC UNTIL THE CITY OF DANVILLE HAS COMPLETED THE INTERIM TRAFFIC CONTROL ITEMS AS SHOWN IN THE PROPOSED INTERIM TRAFFIC CONTROL PLAN / STRIPING SHEETS.

Commitments

NONE

BLR17-3

BLR21-6

BLR22-4

INTERIM PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: YEAR 2008
PV = 4512 SU = 240 MU = 48
ROAD/STREET CLASSIFICATION: CLASS II
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 94.0 S = 5.0 M = 1.0

TRAFFIC FACTOR: TF = 0.037 DT = 2.46 (REQUIRED)
DT = 2.56 (PROVIDED)

SURFACE AND TOP BINDER = PG 64-22
BOTTOM BINDER = PG 64-22
SUBGRADE SUPPORT RATING:
IBR = 3
PAVEMENT STRUCTURE MATERIALS:
BITUMINOUS SURFACE COURSE; a₁ = 0.40
BITUMINOUS BINDER COURSE; a₂ = 0.33
ACGRECATE BASE COURSE; a₃ = 0.11

