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SUPERVISED BY: LARRY MOORE  
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CADD OPERATOR: ZIZI 4027 106461004  
REVISED BY:

DATE  
BY  
CHECKED  
REVISION  
NO.

PLAN  
NOTE BOOK  
NO.

6-MAR-1990

GENERAL NOTES

GRADING

- G-1 The grade line denotes top of finished pavement unless shown otherwise on typical sections or plans.
- G-2 Earthwork quantities on this project are based on anticipated settlement and may have to be adjusted during construction.
- G-4 The cost of removal of Items such as those listed below shall be included in the price bid for regular excavation: curbs, curb & gutter, sidewalk, drop inlet, endwall, brick entrance wall, etc....

DRAINAGE

- D-1 The locations of all drainage structures shown on these plans are approximate only, with the exception of structures showing specific stations, special design bridges and storm sewers. The "H" dimensions shown on the plans for drop inlets and junction boxes and the L, F. dimensions shown for manholes are approximate.
- D-2 If, during construction, the culvert invert elevations shown on the plans are found to differ significantly from the elevations of the stream or swale in which the culvert is to be placed, the Engineer must confer with the Project Drainage Designer before installing the culvert.

D-8 All pipe on this project shall be concrete. For strength, sheet thickness, or class designation, available sizes, height of fill limitations, and method of bedding required for a particular height of cover, see Standard Drawings PC-1 & PB-1.

D-9 A pipe joint length different from that stated on the plans may be used. An adjustment in the percentage of open joint or amount of bevel must be made that will obtain the radius stated on the plans. Extra payment for this adjustment will not be allowed. The proposed adjustment must be approved by the Engineer prior to installation of the pipe line.

D-11 If, during construction, the slope upon which the plans designate riprap to be placed is found to be comprised of solid rock or closely consolidated boulders whose soundness, size and weight equal or exceed the specifications for the proposed riprap, the riprap may be deleted by the Engineer.

D-13 All existing facilities labelled "to be abandoned" shall be left in place and plugged unless otherwise directed by the Engineer. For method of payment and details of construction see Sheet 2J.

D-14 Existing drainage facilities being utilized as a part of the drainage system, and designated on the plans "To be cleaned out", shall be cleaned as directed by the Engineer. The cost incidental to this is to be included in the contract price for other items.

D-15 Drop Inlets with "H" less than standard minimum are to be considered as standard and quantities adjusted accordingly. Where noted on the plans or as directed by the Engineer, concrete pipe with less than standard minimum cover shall have bedding material placed up to half the pipe diameter and shall be minimum of Class III.

D-17 When CG-6 or CG-7 is to be constructed on a radius (such as at an intersection), the Engineer may approved decreasing the cross slope of the gutter to facilitate proper drainage.

D-16 The storm sewer is to be constructed as soon as practical and silt traps provided, prior to extensive grading operations.

PAVEMENT

P-1 If any settlement occurs in concrete pavement adjacent to bridges prior to acceptance of the project by the Department, the contractor shall restore the pavement to the original grade either by the mud jack method or by replacing the pavement. In the event the pavement cracks or becomes damaged, it shall be replaced, if directed by the Engineer.

P-2 The materials listed below are to be paid on a tonnage basis on this project. The theoretical tonnage shown on these plans is based on the weight shown hereon. The weight will vary in accordance with the specific gravity of the aggregates and the asphaltic content of the mix actually used to secure the design depth. The weight of the asphalt concrete is based on 95% of theoretical maximum density.

P-3 Asphalt Concrete Type BM-2 @ 114 lbs. per sq. yd. per inch of depth  
Aggregate Material No. 1 & 2 lbs. per cu. ft. and/or  
Aggregate Base Material Type 1 No. 21 or 21A @ 154 lbs. per cu. ft.  
(Plus 6% moisture correction)

INCIDENTALS

I-4 All trees located within the Clear Zone or within a minimum of thirty feet of the edge of pavement, within the limits of the right of way or construction easement, unless otherwise noted on plans or directed by the Engineer, shall be removed, as provided for in Section 301.02, of the Specifications.

I-7 Where Standard slope roundoffs would damage trees, bushes or other desirable vegetation, they shall be omitted when so ordered by the Engineer.

I-9 When no centerline alignment is shown for a proposed entrance, the entrance is to be constructed in the same location as the existing entrance.

I-12 ST'd. RM-2 right of way monuments to be set by the Contractor.

I-16 The "underground utilities" survey data on this project has been provided by consultant and copies are available from the Department.

Entrances are to be graded and stabilized in accordance with ST'd PE-1; upon completion of the final grading any private entrances determined to have a gradient of 10% or greater, will be surfaced in accordance with detail to the limits of construction.

THE PROPOSED DRAINAGE DITCH LEFT BETWEEN STATION 298+66 AND STATION 317+81, IS TO BE CONSTRUCTED AS SOON AS PRACTICAL AND ROCK CHECK DAMS AND EROSION CONTROL ITEMS PLACED PRIOR TO EXTENSIVE GRADING OPERATIONS IN THAT AREA. THE ROCK CHECK DAMS ARE TO BE REMOVED AFTER THE GRADING OPERATIONS HAVE BEEN COMPLETED AND VEGETATION ESTABLISHED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED DURING REMOVAL OF THE CHECK DAMS ARE TO BE STABILIZED AND SEEDED.

DEMOLITION OF STRUCTURES SHALL BE INCLUDED IN THE CONTRACT PRICE UNDER REGULAR EXCAVATION.

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

REVISED	FHWA REGION	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
1-27-94	3	VA.		11	0011-080-F05-C502 0011-080-105-RW-202	2A