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General Notes Sheet.dgn
Plotted By: stewartlwills

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _____
SUBSURFACE UTILITY BY, DATE _____

REVISED	STATE		SHEET NO.
	ROUTE	PROJECT	
	VA.	xx	XXXX-XXX-XXX, RW-20X, C-50X 2

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

GENERAL NOTES

GRADING

- G-1 The grade line denotes top of finished pavement unless shown otherwise on typical sections or plans.
- G-3 Earthwork quantities on this project are based on anticipated settlement and may require adjusting during construction. Payment will be made only for quantities actually moved.
- G-4 The cost of removal and disposal of all existing concrete items located in the area to be graded, including, but not limited to the following, shall be included in the price bid for regular excavation: sidewalks, curb, gutter and drainage pipes.
- G-5 The excavation of unsuitable material as specified on these plans is based on previously conducted subsurface soil investigation. If, during construction, it is deemed necessary to change the depth more than one foot, or the limits of such excavation, such change is to be made at the direction of the Engineer and measurement and payment shall be made in accordance with Section 303 of the applicable VDOT Road and Bridge Specifications.
- G-6 The borrow material for this project shall be a minimum CBR _____ or as approved by the Materials Engineer.
- G-7 Material from regular excavation which is suitable for stabilization with hydraulic cement (lime) shall be placed in the top portion of the subgrade.

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 shall be placed, the Engineer will confer with the Project Drainage Designer before installing the culvert.
- D-6 Pipes shall conform to any of the allowable types shown on sheet number 2D, within the applicable fill height limitations. 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 Standards PC-1 and PB-1. Structural plate pipe may be substituted for corrugated pipe of the same size and a structural plate pipe arch may be substituted for a corrugated pipe arch of the same size, provided the substitution complies with the applicable VDOT Road and Bridge Standards PC-1 and PB-1.
- D-10 The proposed riprap may be omitted by the Engineer if the slope designated for placement of riprap is found to be comprised of solid rock or closely consolidated boulders with soundness, size and weight equal to, or exceeding, the specifications for the proposed riprap.
- D-12 All existing drainage facilities labeled "To Be Abandoned" shall be left in place, backfilled and plugged in accordance with the VDOT Road and Bridge Standard PP-1. Basis of Payment will be C.Y. of Flowable Backfill.
- D-13 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 shall be included in the contract price for other items.
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- D-15 Drop inlets with "H" less than standard minimum shall 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-16 When CG-6 or CG-7 is specified on a radius (such as at a street intersection), the Engineer may approve a decrease in the cross slope of the gutter to facilitate proper drainage.

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 pavement materials on this project will be paid for on a tonnage basis. 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 the theoretical maximum density.

INCIDENTALS

- I-1 Two Reflectorized Railroad Grade Crossing Crossbuck Signs, complete with posts, SHALL BE FURNISHED AND ERECTED BY THE RAILROAD COMPANY.
- I-2 Two Reflectorized Railroad Advance Warning Signs W10-1 complete with two approved posts, WILL BE FURNISHED AND ERECTED BY STATE FORCES.
- I-3 Service Roads are to be constructed, and private entrances connected thereto prior to the permanent severing of private entrances by other phases of the proposed construction.
- I-4 All trees located within the Clear Zone or within a minimum of 30 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 a Section 301 of the applicable VDOT Road and Bridge Specifications.
- I-5 That portion of the right of way lying within the Clear Zone or within a minimum of 10 feet from the edge of pavement or surfacing or within the limits of the construction slopes beyond 10 feet, shall be cleared and grubbed in accordance with the applicable VDOT Road and Bridge Specifications, Section 301, where sufficient right of way or construction easement is provided.
- I-6 Certain trees shall be preserved as noted on plans or as directed by the Engineer.
- 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-8A Clearing and grubbing shall be confined to those areas needed for construction. No trees or shrubs in ungraded areas on this project shall be cut without permission of the Engineer.
- I-10 St'd. RM-1 Right of Way monuments shall be set by the Contractor.
- I-13 Salvaged guardrail materials not used in the new construction shall become the property of the Department and the Contractor shall deliver and store, at no additional cost to the Department, the unused materials at the Department's maintenance yard at _____ during the Department's normal working hours.
- I-14 Salvaged guardrail materials not used in the new construction shall become the property of the Contractor and shall be disposed of at a licensed landfill, recycled or be retained by the Contractor.
- I-15 Where Guardrail GR-2 or GR-8 is shown on the plans and in the summaries, either new guardrail or reused guardrail beam shall be used as provided elsewhere in these plans. The total quantities have been proportioned between new and reuse guardrail based on an estimate of the amount of existing beam that is reuseable. The Contractor will be paid for the actual quantities of Guardrail, St'd. GR-2 or St'd. GR-8 or Reuse Guardrail, St'd. GR-2 or St'd. GR-8 as determined by the Engineer.
- I-16 The "underground utilities" survey data on this project has been provided by consultant and copies are available from the Department.
- I-17 For method of constructing Straight-Line Taper Lanes in curb and/or curb and gutter sections, see typical details on Sheet _____.
- I-18 All pavement markings and traffic flow arrows shown on the roadway construction plans are schematic only. The actual location and application of pavement markings shall be in accordance with Section 704 of the applicable VDOT Road and Bridge Specifications, MUTCD, sequence of construction/traffic control plans, pavement marking plan sheets ... thru ... and as directed by the Engineer.
- I-19 The following sources, under contract with VDOT, have provided information on this project:
Utility Designation - So-Deep Inc.
If questions or problems arise during construction, please contact the Project Designer. DO NOT CONTACT THE OUTSIDE SOURCES.
- I-20 The Official Electronic .tif Version of the plans will override the paper copies or prints of specific layers.
Portions of this plan assembly have been CADD generated. To assist in the construction of the project electronic files will be available to the prime contractor after award of the contract.
- I-21 All electronic plan assemblies will include the construction plans in two formats: .tif files and MicroStation format (.dgn) files. Only the .tif files will be considered as part of the official plan assembly.
The MicroStation format (.dgn) files are furnished only as information for the contractor. These plans are developed in layers (levels) to aid in readability. However, the construction items may or may not be in the proper layering scheme as described in the VDOT CADD Manual. The MicroStation files will only match the scanned files if all levels are turned on. A MicroStation Software license is required to be able to read these files.

EROSION AND SILTATION CONTROL

- E-1 The temporary erosion and siltation control items shown on the E&S Control Plan are intended to provide a general plan for controlling erosion and siltation within the project limits. The E&S Control Plan is based on field conditions at the time of plan development and an assumed sequence of construction. The contractor, in conjunction with the Project Engineer and/or Environmental Monitor, shall adjust the location, quantity and type of erosion and siltation control items required based on the actual field conditions encountered at the time of construction and the selected sequence of construction.
- E-2 The areas beyond the project's construction area are to be protected from siltation. Perimeter controls such as filter barrier, silt fence, diversion dikes, turbidity curtains, etc. shall be installed prior to any grubbing operations or other earth moving activities.

STORMWATER MANAGEMENT

- S-1 CLEARING AND GRUBBING OF SWM BASIN SITE - The area where the dam is to be constructed and the area upstream of the dam, to an elevation equal to the crest of the dam (maximum ponded water elevation), shall be cleared and grubbed in accordance with Section 301 of the applicable VDOT Road and Bridge Specifications.
- S-2 SWM BASIN DAM CONSTRUCTION - The dam for detention basins (no permanent pool) shall conform to the details contained in the plans and shall be constructed in accordance with Section 303 of the applicable VDOT Road and Bridge Specifications. The native material on which the dam will set shall meet the specifications for AASHTO Type A-4 or finer material. Where the native material does not meet this requirement, the area beneath the dam is to be excavated a minimum of 4' and backfilled with a material meeting the AASHTO Type A-4 or finer classification unless otherwise specified in the plans. The material used for the embankment of the dam shall be AASHTO Type A-4 or finer or otherwise specified in the plans. Dams with foundation and embankment material not meeting the above requirements or dams greater than 15' in height, or dams for retention basins (permanent pool) shall incorporate a membrane-lined trench, a homogenous embankment with seepage controls, a zoned embankment or other such approved designs as specified in the plans.
- S-3 SWM BASIN OUTLET PIPE - The pipe culvert under or through the dam for detention basins (no permanent pool) shall be reinforced concrete pipe with rubber gaskets in accordance with Section 232 and 212 of the applicable VDOT Road and Bridge Specifications. A concrete cradle shall extend the full length of the pipe culvert in accordance with the Standard Drawings. The connection between the pipe culvert and the SWM-1 Drainage Structure (or other control structure) shall be made watertight as approved by the Engineer and the cost shall be included in the price bid for pipe.
- S-4 The SWM-1 Drainage Structure (or other control structure) shall have 4" high numbers and 1" wide stripes painted at 1' intervals as shown on the Standard Drawings or detail sheets. The numbers and stripes are to be installed at the time of the initial installation of the SWM-1 Drainage Structure (or other control structure). Paint and application shall be in accordance with Section 231 and 411 of the applicable VDOT Road and Bridge Specifications and the cost is to be included in the price bid for the applicable structure.

MAINTENANCE OF TRAFFIC

Maintenance of traffic during construction shall be in accordance with section 104.04 of the 2002 VDOT Road and Bridge Specifications.

There will be no lane closures during rush hours (5:30 AM to 9:00 AM and 3:30 PM to 6:00 PM) unless otherwise directed by the engineer.

Lane closures or work that restricts traffic flow will not be permitted on Saturdays, Sundays & holidays from noon the day before a holiday until noon the day after a holiday unless approved by the engineer. When a holiday falls on a Friday, lane closures will not be permitted from noon on Thursday until noon on Monday. When a holiday falls on a Monday, lane closures are not permitted from noon on Friday until noon on Tuesday.

Once the surface course is placed, no equipment exceeding 4 tons is to be put on the trail and must be approved by the engineer.

PROJECT	SHEET NO.
XXXX-XXX-XXX	2

FIGURE 2H - 15 SAMPLE GENERAL NOTES SHEET