

GENERAL NOTES

CALC. BY
DATE

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DATE

3
12

MUS CR-408

ITEM SPECIAL -
BERM RESHAPING

IN ORDER TO PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING ROADWAY SHOULDERS SHALL BE GRADED AND SHAPED AT THE DIRECTION OF THE ENGINEER TO CORRECT GUARDRAIL HEIGHT. PAYMENT FOR ALL OF THE ABOVE GRADING AND SHAPING WORK, INCLUDING LABOR AND INCIDENTALS, SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM 203-BERM RESHAPING.

AN ESTIMATED QUANTITY OF 100 L.F. HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE PURPOSES.

GUARDRAIL

THE EXISTING BRIDGE APPROACH GUARDRAIL AND EXISTING BRIDGE STEEL POSTS SHALL BE REMOVED AND SHALL BE NEATLY STACKED ON SITE FOR FUTURE USE BY THE MUSKINGUM COUNTY ENGINEER. A QUANTITY OF 719 LIN.FT OF 202-GUARDRAIL REMOVED FOR STORAGE HAS BEEN CARRIED TO THE GENERAL SUMMARY.

BEGIN BRIDGE STA. 33+83
END BRIDGE STA. 37+10
REFER TO STD. CONST. DWG. GR-2.1, GR-1.1, GR-1.2, GR-3.4, GR-4.1, DBA-2-73

STA. TO STA.	SIDE	ITEM 606 GUARDRAIL TYPE 5(LF)	ITEM 517 BRIDGE RAILING DEEP BEAM W/TUBULAR BACKUP(LF)	ITEM 606 BRIDGE TERMINAL ASSEMBLY TYPE 4(EA)	ITEM 606 ANCHOR ASSEMBLY TYPE A (EA)
32+27 TO 33+82	LT. & RT.	310			
33+82 TO 37+11	LT. & RT.		658		
37+11 TO 38+66	LT. & RT.	310			
33+82	LT. & RT.			2	
37+11	LT. & RT.			2	
32+01	LT. & RT.				2
38+92	LT. & RT.				2
TOTALS TO GENERAL SUMMARY		620	658	4	4

EXTRA ASPHALT FOR PRE-LEVELING

A QUANTITY OF 403 ASPHALT CONCRETE HAS BEEN INCLUDED IN THE PLAN TO BE USED AT THE DIRECTION OF THE ENGINEER FOR PRE-LEVELING WHERE THE PAVEMENT IS LOW OR DETERIORATED. THE QUANTITY OF ITEM 403 SHOWN BELOW SHALL BE CARRIED TO THE GENERAL SUMMARY.

ITEM 403 ASPHALT CONCRETE 4 CU. YD.

ITEM 408 BITUMINOUS PRIME COAT

AFTER COMPLETION OF PRIME COAT ANY SUBSEQUENT TREATMENT SHALL BE WHEN DIRECTED BY THE ENGINEER.

RESIDENCE AND COMMERCIAL DRIVES

AN ESTIMATED QUANTITY OF ITEM 404 ASPHALT CONCRETE AC-20, DRIVEWAYS HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING DRIVEWAYS. PAVING SHALL EXTEND APPROXIMATELY 10 FEET INTO THE DRIVEWAY, MEASURED FROM THE EDGE OF THE PAVEMENT OR PAVED BERM. THICKNESS SHALL BE APPROXIMATELY THE SAME AS THE ROADWAY PAVEMENT. FIELD DRIVES AND OIL WELL DRIVES WILL NOT BE PAVED. PAYMENT FOR DRIVES SHALL BE INCLUDED IN ITEM 404 ASPHALT CONCRETE AC-20, DRIVEWAYS.



ITEM 404 ASPHALT CONCRETE AC-20, DRIVEWAYS 6 C.Y. CARRIED TO SHEET 9

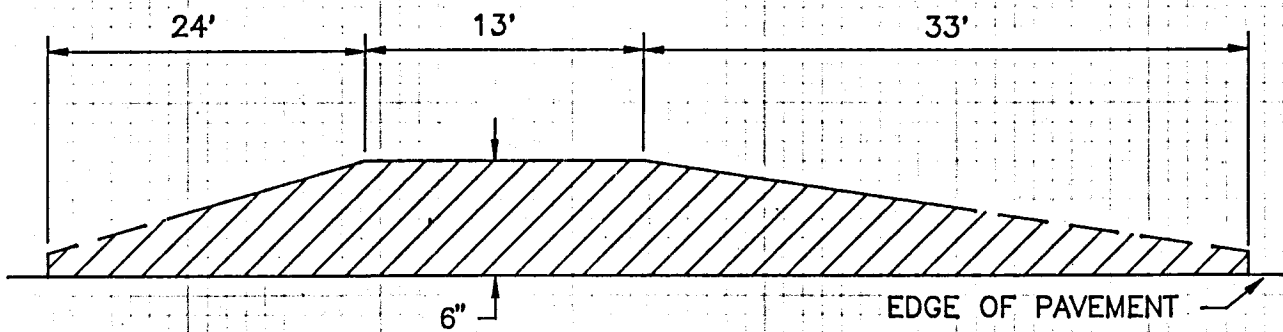
ITEM 614 WORK ZONE MARKING SIGNS

A QUANTITY OF 12 EACH WORK ZONE MARKINGS SIGNS (6 EACH "NO EDGE LINE" OW-167 AND 6 EACH "UNMARKED NO PASSING ZONES" OW-168) ARE CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

MAIL BOX TURN OUTS

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAIL BOX TURN OUTS. TURN OUTS SHALL BE PAVED AS SHOWN IN THE DETAILS BELOW. SEE DRAWING BP-6, 10-1-87 FOR ADDITIONAL INFORMATION.

ITEM 404 ASPHALT CONCRETE AC-20, (DRIVEWAYS) 9 C.Y. CARRIED TO SHEET 9



TURN OUTS WITHOUT PAVED BERM