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1. FOR PRELIMINARY PLAN QUANTITIES OF MATERIALS, THE FOLLOWING RATES OF APPLICATION WERE USED:
 - TACK COAT DILUTED EMULSIFIED ASPHALT.....@ 0.05 GALS./SQ. YD.(UNDILUTED)
 - HOT MIX ASPHALT.....@ 110 LBS./SQ. YD./INCH
 - AGGREGATE BASE COURSE CLASS-6.....@ 133 LBS./CU. FT.
 - AGGREGATE BASE COURSE (SPECIAL).....@ 125 LBS./CU. FT.
 - AGGREGATE BASE COURSE (SHOULDERING MATERIAL).....@ 125 LBS./CU. FT.
 - MODIFIED EPOXY PAVEMENT MARKING (INLAID).....@ 80 SF./GAL.
2. DILUTED EMULSIFIED ASPHALT FOR TACK COAT SHALL CONSIST OF 1 PART EMULSIFIED ASPHALT AND 1 PART WATER.
3. WATER SHALL BE USED AS A DUST PALLIATIVE WHERE REQUIRED. LOCATIONS SHALL BE AS DIRECTED BY THE ENGINEER. WATER SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF WORK.
4. THE FOLLOWING SHALL BE FURNISHED WITH EACH BITUMINOUS PAVER:
 - A. A SKI TYPE DEVICE AT LEAST 30 FEET IN LENGTH.
 - B. SHORT SKI OR SHOE.
 - C. 500 FEET OF CONTROL LINE AND STAKES.
5. ANY LAYER OF BITUMINOUS PAVEMENT THAT IS TO HAVE A SUCCEEDING LAYER PLACED THEREON SHALL BE COMPLETED FULL WIDTH BEFORE SUCCEEDING LAYER IS PLACED.
6. ASPHALT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 401.16 OF THE 2011 COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
7. TRAVEL LANES ON US 50 ARE SUBJECT TO SMOOTHNESS INCENTIVE/DISINCENTIVE PAYMENTS. US 50 PAVEMENT SMOOTHNESS SHALL BE MRI CATEGORY I. TRAVEL LANES ON SH 9 WILL NOT BE SUBJECT TO SMOOTHNESS INCENTIVE. SH 9 PAVEMENT SMOOTHNESS SHALL BE MRI CATEGORY IV.
8. ROAD APPROACHES WHICH REQUIRE BITUMINOUS PAVEMENT SHALL BE PRIMED AND PAVED AS SPECIFIED IN THE TABULATION OF APPROACHES AND PULLOUTS, OR AS FOLLOWS:

PUBLIC APPROACHES SHALL BE PAVED 50 FEET OUT FROM THE EDGE OF SHOULDER OR TO THE RIGHT-OF-WAY LINE, WHICHEVER IS LESS. RESIDENTIAL OR FIELD ENTRANCES SHALL BE PAVED 4 FEET OUT FROM THE EDGE OF SHOULDER. THREE OR MORE RESIDENCES OR COMMERCIAL PROPERTIES SHALL BE PAVED 20 FEET OUT FROM THE EDGE OF SHOULDER OR TO THE RIGHT-OF-WAY LINE, WHICHEVER IS LESS. IF EXISTING APPROACH PAVEMENT IS LESS THAN DETAILED ABOVE, THEN THE PROJECT SHALL OVERLAY ONLY TO THE EDGE OF EXISTING PAVEMENT.
9. THE CONTRACTOR SHALL NOT PARK ANY VEHICLES OR EQUIPMENT IN, OR DISTURB ANY AREAS NOT APPROVED BY THE ENGINEER.
10. MILLINGS SHALL BECOME THE PROPERTY OF THE STATE, EXCEPT AS DETAILED IN THE PROJECT SPECIAL PROVISIONS.
11. PRIOR TO PLACING BITUMINOUS PAVEMENT, THE PAVED SURFACE SHALL BE SWEEPED AND CLEANED. THIS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE HOT MIX ASPHALT PAVEMENT ITEM.
12. OVERLAY OF PLANED AREAS SHALL COMMENCE WITHIN 5 WORKING DAYS FOLLOWING THE PLANING UNLESS OTHERWISE APPROVED BY THE ENGINEER.
13. MOISTURE-DENSITY CONTROL WILL BE REQUIRED FOR THE FULL DEPTH OF THOSE EMBANKMENTS ON THIS PROJECT.
14. EXCAVATION REQUIRED FOR COMPACTION OF BASES OF CUTS AND FILLS WILL BE CONSIDERED AS SUBSIDIARY TO THAT OPERATION AND WILL NOT BE PAID FOR SEPARATELY.
15. IT IS ESTIMATED THAT 8 REMOVALS OF TREE WILL BE REQUIRED ON THIS PROJECT.
16. IT IS ESTIMATED THAT 20 HOURS OF BLADING WILL BE REQUIRED ON THIS PROJECT.
17. IT IS ESTIMATED THAT 20 HOURS OF HYDRAULIC EXCAVATOR WILL BE REQUIRED ON THIS PROJECT.
18. IT IS ESTIMATED THAT 60 HOURS WILL BE REQUIRED FOR POTHOLING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING AND COORDINATING WITH THE APPROPRIATE UTILITY REPRESENTATIVES TO BE ONSITE DURING POTHOLING AND SHALL LIKEWISE BE RESPONSIBLE FOR DETERMINING THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAYBE NECESSARY TO AVOID DAMAGE THERETO. THE CONTRACTOR SHALL REFER TO THE UTILITY SPECIFICATION FOR ADDITIONAL REQUIREMENTS.
19. IT IS ESTIMATED THAT 2 ROAD CLOSURE GATES WILL BE REQUIRED ON THIS PROJECT.
20. RUMBLE STRIPS SHALL BE INSTALLED ON THE SOUTHBOUND APPROACH OF SH 9 TO US 50 IN ACCORDANCE WITH CDOT STANDARD M-614-1, FOR "STOP SIGN APPROACH".
21. IT IS ESTIMATED THAT 271,500 LF OF RUMBLE STRIP WILL BE REQUIRED ON THIS PROJECT. RUMBLE STRIPS SHALL BE INSTALLED IN ACCORDANCE WITH CDOT STANDARD M-614-1.
22. IT IS ESTIMATED THAT 1 FIELD OFFICE (CLASS 2) WILL BE REQUIRED ON THIS PROJECT.
23. IT IS ESTIMATED THAT 1 FIELD LABORATORY (CLASS 2) WILL BE REQUIRED ON THIS PROJECT.
24. IT IS ESTIMATED THAT 1 FIELD LABORATORY (STATE FURNISHED) WILL BE REQUIRED ON THIS PROJECT.
25. IT IS ESTIMATED THAT 2 SANITARY FACILITIES WILL BE REQUIRED ON THIS PROJECT.
26. MOBILIZATION WILL BE REQUIRED ON THIS PROJECT AND PAID FOR AS LUMP SUM.
27. PUBLIC INFORMATION SERVICES (TIER III) WILL BE REQUIRED ON THIS PROJECT AND PAID FOR AS LUMP SUM. SEE SPECIAL PROVISIONS FOR DETAILS.
28. NO RIGHT-OF-WAY ACQUISITION WILL BE NEEDED FOR THIS PROJECT. ALL WORK WILL BE COMPLETED ENTIRELY WITHIN THE EXISTING RIGHT-OF-WAY.
29. WHERE NEW PAVEMENT IS TO ABUT EXISTING PAVEMENT, THE EXISTING PAVEMENT SHALL BE REMOVED TO A NEAT VERTICAL LINE USING A CUTTING SAW OR OTHER METHOD AS APPROVED BY THE ENGINEER. SAW CUTTING ASPHALT WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF REMOVAL OF ASPHALT MAT.
30. ALL SURVEYING NECESSARY TO COMPLETE THE PROJECT WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
31. THE CONTRACTOR SHALL PROTECT ALL EXISTING SURVEY MONUMENTATION DESIGNATED TO REMAIN FROM DAMAGE DURING CONSTRUCTION OPERATIONS. ANY MONUMENTS DISTURBED BY THE CONTRACTOR THAT ARE NOT DESIGNATED FOR RELOCATION, SHALL BE RESET AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR AND ENGINEER SHALL NOTE THOSE MONUMENTS IN THE FIELD PRIOR TO CONSTRUCTION.
32. CLEAN CULVERT SHALL BE CONDUCTED IN A MANNER THAT DOES NOT DISCHARGE FLUID OUTSIDE THE WORK AREA.
33. TRANSITION TO EXISTING ASPHALT ASSUMES A PLANING RATE OF 1/8":50' OR 150' TOTAL.
34. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH 2011 CDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, PROJECT SPECIAL PROVISIONS, M&S STANDARDS, STANDARD SPECIAL PROVISIONS, AND THESE DRAWINGS.
35. MILE POST REFERENCES ARE APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR.
36. ALL RANGE POINTS, TIES, BENCH MARKS, OR OTHER SURVEY CONTROL POINTS WHICH MAY BE ENCOUNTERED DURING CONSTRUCTION MUST BE PRESERVED.
37. THE CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO THOSE AREAS WITHIN THE LIMITS OF DISTURBANCE AND/OR TOES OF SLOPE AS SHOWN ON THE PLANS. ANY DISTURBANCE BEYOND THESE LIMITS SHALL BE RESTORED TO ORIGINAL CONDITIONS AT THE CONTRACTOR'S EXPENSE. CONSTRUCTION ACTIVITIES, IN ADDITION TO NORMAL CONSTRUCTION PROCEDURES, SHALL INCLUDE THE PARKING OF VEHICLES OR EQUIPMENT, DISPOSAL OF LITTER, AND ANY OTHER ACTION WHICH WOULD ALTER EXISTING CONDITIONS AS APPROVED.
38. THE CONTRACTOR SHALL PROTECT AND MAINTAIN ALL UTILITIES AND STRUCTURES AFFECTED BY THE WORK AND ANY DAMAGE SHALL BE REPAIRED AND RESTORED TO THE SATISFACTION OF THE ENGINEER OR APPLICABLE ENTITY.
39. THE CONTRACTOR SHALL MAINTAIN PAVEMENT MARKINGS ON THE ROADWAY DURING ALL PHASES OF CONSTRUCTION IN ACCORDANCE WITH MUTCD AND CDOT STANDARDS.
40. FINAL GRADING OF PAVING SHALL PROVIDE POSITIVE DRAINAGE. WATER POCKETS AND POOLING OF WATER ON THE ROADWAY WILL NOT BE ACCEPTED, AND SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
41. ALL WORK WITHIN AND ADJACENT TO RAILROAD RIGHT-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH RAILROAD REQUIREMENTS AND THE PROJECT SPECIFICATIONS. ANY WORK PERFORMED WITHIN 25 FEET OF RAILROAD TRACK CENTERLINE SHALL REQUIRE FLAGGING. COSTS ASSOCIATED WITH ANY REQUIRED FLAGGING SHALL BE PAID UNDER ITEM F/A RAILROAD FLAGGING.

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File Name: 21255DES_GenNotes_1.dgn	Date:	Comments	Init.		1480 Quail Lake, Suite A Colorado Springs, CO 80906 Phone: 719-634-2323 FAX: 719-227-3298	No Revisions:		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Designer: WRS</td> <td style="width: 50%;">Structure Numbers</td> </tr> <tr> <td>Detailer: JAB</td> <td></td> </tr> <tr> <td>Subset: GEN-NOTES</td> <td>Subset Sheets: 1 of 2</td> </tr> </table>		Designer: WRS	Structure Numbers	Detailer: JAB		Subset: GEN-NOTES	Subset Sheets: 1 of 2	STA 0503-089	
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42. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A SITE SPECIFIC STAGING PLAN FOR ACCESS TO THE WORK AREAS AND FIELD FACILITIES TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF TEMPORARY INGRESS/EGRESS WILL NOT BE PAID FOR SEPARATELY. EARTHWORK, DRAINAGE, AND OTHER ITEMS RELATED TO THE ACCESS SHALL BE SUBSIDIARY TO THE WORK INCLUDING EROSION CONTROL MEASURES FOR RESTORATION OF THE SITE TO ORIGINAL CONDITION.

ENVIRONMENTAL NOTES:


1. CONSTRUCTION PERSONNEL SHOULD BE TRAINED TO RECOGNIZE SIGNS OF POSSIBLE CONTAMINATION IN SOIL SUCH AS ODORS AND STAINING, ESPECIALLY WITHIN THE VICINITY OF STRUCTURES AND UTILITIES.
2. OWNERS OF SUBSURFACE UTILITIES SHOULD BE CONTACTED IN AREAS WHERE EXCAVATION IS TO BE CONDUCTED IN ORDER TO ASSESS WHETHER ANY OF THE UTILITIES ARE CONTAINED IN TRANSITE™ ASBESTOS PIPE.
3. PENDING CDOT REVIEW AND RECOMMENDATION, INSPECTIONS FOR ASBESTOS CONTAINING MATERIALS, AND LEAD BASED PAINT SHOULD BE CONDUCTED ON STRUCTURES AND UTILITIES THAT WOULD BE MOVED OR IMPACTED AS A RESULT OF THE PROPOSED PROJECT.
4. FOLLOW CDOT STANDARD SPECIAL SPECIFICATION 250.
5. IF TREE AND SHRUB REMOVAL, GROUND DISTURBING ACTIVITIES, OR WORK ON STRUCTURES OCCURS DURING THE MIGRATORY BIRD BREEDING SEASON (APRIL 1 - AUGUST 31), A FULL NEST SURVEY OF THE PROJECT AREA IS REQUIRED PRIOR TO CONSTRUCTION AS DETAILED IN CDOT SECTION 240 OF THE STANDARD SPECIFICATIONS. THE SURVEY SHALL BE CONDUCTED WITHIN SEVEN DAYS IMMEDIATELY PRIOR TO THE BEGINNING OF WORK. IF AN ACTIVE NEST CONTAINING EGGS OR YOUNG BIRDS IS FOUND, THE TREE OR SHRUB CONTAINING THE ACTIVE NEST SHALL REMAIN UNDISTURBED AND PROTECTED UNTIL THE NEST BECOMES INACTIVE. THE NEST SHALL BE PROTECTED BY PLACING FENCE (PLASTIC) A MINIMUM DISTANCE OF 50 FEET FROM EACH NEST TO BE UNDISTURBED. THIS BUFFER DIMENSION MAY BE CHANGED IF DETERMINED APPROPRIATE BY THE CDOT BIOLOGIST AND APPROVED BY THE ENGINEER. WORK SHALL NOT PROCEED WITHIN THE FENCED BUFFER AREA UNTIL THE YOUNG HAVE FLEDGED OR THE NESTS HAVE BECOME INACTIVE. TO SCHEDULE A FULL NEST SURVEY PLEASE CALL CRAIG CLARK AT 719-227-3252.
6. PALEONTOLOGICAL RESOURCES ARE KNOWN TO EXIST WITHIN THE PROJECT LIMITS, PARTICULARLY ALONG US HIGHWAY 50. THE CONTRACTOR SHALL SUSPEND WORK TO SEEK AND ACQUIRE THE APPROVAL OF CDOT PALEONTOLOGISTS IF THE CONTRACTOR AND ENGINEER DETERMINE THAT IT IS NECESSARY TO DISTURB ROCK OUTSIDE OF THE HIGHWAY OR EXPAND THE LIMITS OF DISTURBANCE BEYOND THE LIMITS OF THE EXISTING HIGHWAY.
7. ALL CONSTRUCTION ACTIVITIES WILL CONFORM WITH CDOT'S BEST MANAGEMENT PRACTICES AND CRITERIA MANUALS AS OUTLINED IN THE STORMWATER MANAGEMENT PLAN.
8. NO PARKING, OR ANY USE OF PARKS OR PUBLICS USE AREAS, INCLUDING BUREAU OF LAND MANAGEMENT AND COLORADO PARKS AND WILDLIFE AREAS SHALL BE ALLOWED.
9. IT IS ESTIMATED THAT 80 HOURS OF REMOVAL OF NESTS WILL BE REQUIRED ON THIS PROJECT.
10. IT IS ESTIMATED THAT 942 SY OF NETTING WILL BE REQUIRED ON THIS PROJECT.

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 TRANSPORTATION
 AECOM Technical Services, Inc.
 2315 Bluffgate Parkway, Suite 150 Colorado Springs, CO 80920
 T 719.531.0001 www.aecom.com



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1480 Quail Lake, Suite A
 Colorado Springs, CO 80906
 Phone: 719-634-2323 FAX: 719-227-3298

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