

DESCRIPTION	REVISIONS	DATE
△ REVISED PAY QUANTITY		06/01/2017
△ REVISED NOTES		10/20/2017

GENERAL CONSTRUCTION NOTES

THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING ROAD TO LOCAL AND THROUGH TRAFFIC. SEE STANDARD SPECIFICATIONS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

MAINTENANCE OF THROUGH TRAFFIC INCLUDES THE MAINTENANCE OF THE EXISTING ROAD IN CLOSE PROXIMITY TO THE NEW CONSTRUCTION AS SHOWN ON THE PLANS.

THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING SECTION LINE ROADS TO LOCAL AND THROUGH TRAFFIC. SEE STANDARD SPECIFICATIONS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

FOR PROJECTS THAT INCLUDE WIDENING AND/OR RESURFACING, THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE POTENTIAL DROP-OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS TO THE RESIDENT ENGINEER FOR APPROVAL BEFORE OPERATIONS BEGIN. ANY PORTION OF THE CONSTRUCTION OPERATIONS, SUCH AS SUPERPAVE LAYING OPERATIONS, EXCAVATION FOR PAVEMENT WIDENING, OR EXTENSION OF ROADWAY STRUCTURES, SHALL BE LIMITED TO ONE SIDE AT A TIME, AND THE PROCEDURES OUTLINED IN THE PAVEMENT DROP-OFF TREATMENT STANDARD PDT-1 (LATEST REVISION) SHALL BE IMPLEMENTED. ONLY THAT AMOUNT OF OPEN TRENCH WILL BE ALLOWED THAT CAN BE SURFACED IN 1 (ONE) DAY'S TIME WITHOUT APPROVAL BY THE ENGINEER. LIGHTS, SIGNS AND BARRICADES SHALL BE MOVED AS WORK PROGRESSES.

ALL TREES, BRUSH, AND OTHER DEBRIS THAT MIGHT INTERFERE WITH THE FLOW OF WATER SHALL BE CLEANED OUT TO THE RIGHT-OF-WAY LINE, AT EACH STRUCTURE AND BRIDGE, IN A MANNER APPROVED BY THE ENGINEER. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

ALL FLOWLINES THAT ARE TO BE FILLED SHALL BE THOROUGHLY TAMPED BEFORE CONSTRUCTION OR EXTENSION OF DRAINAGE STRUCTURES. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

IN ORDER TO ALLEVIATE DUST CONDITIONS DURING GRADING OPERATIONS AND BEFORE PAVEMENT WORK IS COMPLETED, THE CONTRACTOR SHALL SPRINKLE GRADING AT INTERVALS APPROVED BY THE ENGINEER. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

THE CONTRACTOR SHALL NOT WASTE ANY EXCESS EXCAVATION UNTIL ALL PLANNED EMBANKMENTS AND BACKFILLS ARE COMPLETED. EXCESS UNCLASSIFIED EXCAVATION MATERIAL DETERMINED BY THE ENGINEER TO BE SUITABLE FOR BACKFILL SHALL BE USED TO REDUCE ANY UNCLASSIFIED BORROW NEEDED. COST OF SECOND HANDLING SHALL BE INCLUDED IN OTHER ITEMS OF WORK. ANY REMAINING EXCESS EXCAVATION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

PRIME COAT SHALL BE APPLIED TO THE SUBGRADE IMMEDIATELY AFTER FINAL COMPACTION AND SHAPING TO RETAIN MOISTURE FOR PROPER CHEMICAL REACTION OF THE SOIL ADDITIVE.

THE CONTRACTOR SHALL KEEP THE OPEN TRENCH DRAINED. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

AREAS ON WHICH SALVAGED TOPSOIL IS TO BE REPLACED SHALL HAVE 18-46-0 FERTILIZER APPLIED, AT THE RATE OF 150 POUNDS PER ACRE, JUST PRIOR TO THE REPLACEMENT OF SALVAGED TOPSOIL.

THE CONTRACTOR SHALL REMOVE AND RESET MAILBOXES AS NECESSARY. MAILBOXES ARE TO BE MAINTAINED IN AN UPRIGHT POSITION AND ACCESSIBLE TO MAIL CARRIER'S CAR DURING CONSTRUCTION. ANY DAMAGE TO BOXES OR SUPPORTS SHALL BE REPAIRED BY THE CONTRACTOR. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

SURFACING OF RETURNS, UNLESS OTHERWISE SHOWN ON THE PLANS, SHALL BE OF THE SAME MATERIAL (BASE AND SURFACE) AS THAT OF THE ABUTTING SHOULDER OF THE MAINLINE. BASE AND SURFACE THICKNESS SHALL BE THE THICKNESS SHOWN ON PLANS.

IN ACCORDANCE WITH THE OKLAHOMA UNDERGROUND FACILITIES DAMAGE PREVENTION ACT THE CONTRACTOR SHALL NOTIFY THE OKLAHOMA ONE-CALL SYSTEM, INC. 48 HOURS PRIOR TO BEGINNING EXCAVATION. OKLAHOMA ONE-CALL SYSTEM, INC. "CALL OKIE" 1-800-522-6543 OR 811.

VEGETATIVE MULCHING: THE VEGETATIVE MULCH SHALL BE ANCHORED IN ACCORDANCE WITH THE "MULCHING TILLER METHOD", AS SPECIFIED IN 233.04B(2) OF THE STANDARD SPECIFICATIONS.

T.B.S.C. SURFACES SHALL BE SPRINKLED WITH WATER AND ROLLED WITH A PNEUMATIC ROLLER IN A MANNER APPROVED BY THE ENGINEER.

EXCESS ASPHALT AT JOINTS AND CRACKS IN EXISTING PAVEMENT SHALL BE REMOVED FLUSH TO TOP OF PAVING IN A MANNER APPROVED BY THE ENGINEER.

AT THE BEGINNING OF TURFING OPERATIONS, ANY AREAS INCLUDED IN PLANNED QUANTITIES THAT HAVE GROWN A SATISFACTORY VOLUNTEER TURF OF PERENNIAL GRASS, AS DETERMINED BY THE ENGINEER, SHALL BE FERTILIZED AND WATERED AS CALLED FOR ON THE PLANS, BUT SHALL NOT BE SEEDED, SODDED, OR SPRIGGED.

SUGGESTED SEQUENCE OF CONSTRUCTION

- EXTEND ALL STRUCTURES AND REPLACE STRUCTURE AT STA. 186+00.00 USING SCAB-ON TYPICAL
- SUBGRADE STABILIZATION OF NORTHBOUND SHOULDER
SAW PAVEMENT EDGE, EXCAVATE AND STABILIZE SHOULDER SUBGRADE. DURING THE CURING PERIOD INSTALL THE APPROPRIATE EDGE DROP-OFF TREATMENT IN ACCORDANCE WITH STANDARD. INSTALLATION OF THE EDGE DROP-OFF SHALL BE DONE AS WORK PROGRESSES AND BEFORE THE CONTRACTOR LEAVES THE SITE FOR THE DAY. DROP-OFF IN EXCESS OF TWO (2) INCHES WILL NOT BE ALLOWED DURING NON-CONSTRUCTION HOURS.
- THE SUBGRADE STABILIZATION OF THE SOUTHBOUND SHOULDER WILL FOLLOW THE SAME PROCEDURE AND RESTRICTIONS AS ABOVE.
NOTE: IF APPROVED BY THE ENGINEER, THE CONTRACTOR COULD BE ALLOWED TO START THE SOUTHBOUND SHOULDER SUBGRADE STABILIZATION, STARTING AT THE EOP. THE SAME PROCEDURES AND RESTRICTION AS STATED ABOVE APPLY. CONSTRUCTION ON BOTH SIDES OF THE HIGHWAY IN THE SAME AREA AT THE SAME TIME WILL NOT BE ALLOWED. 1/2 MILE BUFFER WILL BE LEFT BETWEEN NORTHBOUND & SOUTHBOUND CONSTRUCTION.
- BEGIN PAVING OPERATIONS ON NORTHBOUND SHOULDER. PLACE FIRST LIFT OF AC S3
- MILL (2) NB MAINLINE AND OVERLAY WITH 2.5" OF AC S3. PLACE FABRIC REINFORCEMENT AND SECOND LIFT OF AC S3 ON SHOULDER.
NOTE: THESE OPERATIONS WILL BE LIMITED TO ONE (1) MILE AT THE TIME. VARIATIONS TO THESE LIMITS MAY BE ALLOWED AT THE DISCRETION OF THE ENGINEER.
NOTE: AS OPERATIONS ABOVE ARE UNDERWAY, OR WHEN PERMITTED BY THE ENGINEER, THE CONTRACTOR MAY START WORKING THE NEXT SECTION.
NOTE: THE CONTRACTOR SHALL PROVIDE A TEMPORARY PAVEMENT WEDGE FOR A SMOOTH TRANSITION IN COLD MILLED AREAS AT THE BOP/EOP.
- THE PAVING OPERATIONS OF THE SOUTHBOUND SHOULDER AND SOUTHBOUND MAINLINE WILL FOLLOW THE SAME PROCEDURE AND RESTRICTIONS AS ABOVE.
NOTE: IF APPROVED BY THE ENGINEER, THE CONTRACTOR COULD BE ALLOWED TO START THE SOUTHBOUND SHOULDER CONSTRUCTION AND OVERLAY OF THE SOUTHBOUND LANE, STARTING AT THE EOP. THE SAME PROCEDURES AND RESTRICTION AS STATED ABOVE APPLY. CONSTRUCTION ON BOTH SIDES OF THE HIGHWAY IN THE SAME AREA AT THE SAME TIME WILL NOT BE ALLOWED.
- PLACE LAST LAYER OF AC S3 ON MAINLINE AND SHOULDERS
- PLACE FINAL LIFT OF AC S4 ON MAINLINE AND SHOULDERS.

PAY QUANTITY NOTES

- (R-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY ONLY. SEE SECTION 109.01B OF THE STANDARD SPECIFICATIONS.
- (R-5) AN ESTIMATED QUANTITY OF 9,007 C.Y. TOPSOIL TO BE RESERVED FOR REPLACEMENT OF APPROXIMATELY 5' ON COMPLETED FORESLOPES, DITCHES, AND BACKSLOPES. THIS QUANTITY IS INCLUDED IN THE EARTHWORK BALANCE. ANY ADDITIONAL EXCAVATION REQUIRED IN CUT SECTIONS TO ALLOW FOR PLACEMENT OF TOPSOIL TO FINAL GRADE, SHALL BE INCLUDED IN THE PRICE BID.
- (R-7) FOR TYPE A-SALVAGED TOPSOIL PRICE BID TO INCLUDE COST OF 18-46-0 FERTILIZER, ESTIMATED AT 150 POUNDS PER ACRE OF REPLACE TOPSOIL AND FOR SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF 10-20-10 FERTILIZER, ESTIMATED AT 200 POUNDS PER 1,000 SQ. YDS. OF SODDING.
- (R-9) ESTIMATED AT 80 GALLONS PER SQ. YD. OF SODDING AND/OR SPRIGGING.
- (R-11) THE QUANTITIES ESTIMATED FOR TEMPORARY EROSION AND SEDIMENT CONTROL IS 13 ACRES.
- (R-16) QUANTITY BASED ON TWO APPLICATIONS.
- (R-25) ESTIMATED AT 170 LBS. PER CU. FT.
- (R-28) PRIME COAT SHALL BE APPLIED AT AN ESTIMATED RATE OF 0.35 GAL. PER SQ. YD. WHEN APPLIED TO SUBGRADE, AND 0.25 GAL. PER SQ. YD. WHEN APPLIED TO AGGREGATE BASE. THE ACTUAL CUTBACK PRIME COAT REQUIRED FOR PLACEMENT OPERATIONS WILL BE DETERMINED BY THE CONTRACTOR, AND SHALL CONSIDER THE RESIDUE FROM DISTILLATION PERCENTAGE SHOWN IN SECTION 708.03 OF THE STANDARD SPECIFICATIONS.
- (R-32) ESTIMATED AT 112 LBS. PER SQ. YD. PER 1" THICK.
- (R-34) PRICE BID TO INCLUDE COST OF FOG SEAL, MEETING THE REQUIREMENTS OF SECTION 407 OF THE STANDARD SPECIFICATIONS.
- (R-48) INCLUDES REMOVAL OF ALL EXISTING ROADWAY DRAINAGE STRUCTURES, HEADWALLS (UNLESS OTHERWISE SPECIFIED), INLETS, FENCES, AND OTHER STRUCTURES WITHIN THE RIGHT OF WAY.
- (R-49) TO BECOME THE PROPERTY OF AND BE DISPOSED OF BY THE CONTRACTOR IN A MANNER APPROVED BY THE ENGINEER.
- (R-52) INCLUDES 2% FOR GROUND MEASUREMENT.
- (R-53) ALL GATES AND GATE END POSTS FOR STRANDED WIRE FENCE (SWF) SHALL BE CONSTRUCTED AT THE SAME WIDTH AS THE EXISTING, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

- (1) "STABILIZED SUBGRADE" SHALL INCLUDE THE COST OF THE CHEMICAL ADDITIVE TO ACHIEVE THE RATE SPECIFIED FOR THE APPROPRIATE SOIL CLASSIFICATION AS SPECIFIED IN THE MOST CURRENT ODOT MATERIALS DIVISION OHD L-50.
- (2) CORNER, STRETCHER, AND END POSTS SHALL BE CONSTRUCTED OF SCH. 40 STEEL PIPE, AND SPECIFIED IN STANDARD RFW2-2. PIPE WILL BE WELDED AND TENSION WIRES OMITTED. THE "CORNER AND STRETCHER POST DETAIL ALTERNATIVE" WILL NOT BE USED. FOOTING SHALL INCLUDE CLASS 'A' CONCRETE. ROCK MAY BE ENCOUNTERED DURING THE INSTALLATION OF FENCING
- (3) PRICE BID TO INCLUDE COST OF TEMPORARY SEDIMENT REMOVAL AS REQUIRED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER
- (4) PRICE BID FOR THIS ITEM TO INCLUDE THE COST OF TRENCHING AND STANDARD BEDDING MATERIAL.
- (5) 200 C.Y. TO BE DELIVERED TO CADDO CO. DIST. #7
- (6) INCLUDES 500 C.Y. TO BE USED AS DIRECTED BY THE ENGINEER FOR ADDITIONAL DITCH GRADING
- (7) TO BE USED TO FILL & PLUG ABANDONED ROADWAY STRUCTURES AS DIRECTED BY THE ENGINEER.

△ ENVIRONMENTAL MITIGATION NOTES

MIGRATORY BIRD

MIGRATORY BIRDS ARE PROTECTED BY THE FEDERAL MIGRATORY BIRD TREATY ACT. MANY BIRDS COMMONLY USE BRIDGES AND CULVERTS FOR NESTING. THE NESTING SEASON FOR MOST MIGRATORY BIRD SPECIES EXTENDS FROM MARCH 1 TO AUGUST 31. MIGRATORY BIRD NESTING USE OF THE RCBS (STATION 293+30.00 AND STATION 368+90.00) INVOLVED WITH THIS PROJECT WAS OBSERVED. PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGE/STRUCTURES SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND FEBRUARY 28, WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED. IF PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION CANNOT BE COMPLETED BETWEEN SEPTEMBER 1 AND FEBRUARY 28, THE BRIDGE SHALL BE PROTECTED FROM NEW NEST ESTABLISHMENT PRIOR TO APRIL 1, BY MEANS THAT DO NOT RESULT IN BIRD DEATH OR INJURY. OPTIONS INCLUDE THE EXCLUSION OF ADULT BIRDS FROM SUITABLE NEST SITES ON OR WITHIN A STRUCTURE BY THE PLACEMENT OF WEATHER-RESISTANT POLYPROPYLENE NETTING WITH 0.25-INCH OR SMALLER OPENINGS, PRIOR TO MARCH 1. METHODS OTHER THAN NETTING MUST BE PRE-APPROVED BY THE ODOT BIOLOGIST.

ALTHOUGH NO NESTS WERE OBSERVED ON ALL OTHER STRUCTURES, THE BIRDS MAY OCCUPY THE STRUCTURES IN THE FUTURE. THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST AT 405-521-2515 IF ANY BIRD USE OF THE EXISTING STRUCTURES IS OBSERVED. IF BIRDS ARE OBSERVED THEN PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGE/STRUCTURES SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND FEBRUARY 28, WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED.

PAY QUANTITIES

ROADWAY 0100				
ITEM	DESCRIPTION	UNITS	QUANTITY	
201(A) 0102	CLEARING AND GRUBBING	LSUM	1.00	
202(A) 0183	UNCLASSIFIED EXCAVATION	(6) (R-1) CY	15,255.00	
205(A) 4229	TYPE A-SALVAGED TOPSOIL	(R-5) (R-7) LSUM	1.00	
221(C) 2801	TEMPORARY SILT FENCE	(3) LF	50,175.00	
221(D) 2803	TEMPORARY SEDIMENT FILTER	(3) EA	2.00	
221(F) 0100	TEMPORARY SILT DIKE	(3) LF	665.00	
230(A) 2806	SOLID SLAB SODDING	(R-7) SY	61,796.00	
230(F) 2812	WATERING	(R-9) KGAL	4,944.00	△
233(A) 2817	VEGETATIVE MULCHING	(R-11) AC	13.00	
241 2832	MOWING	(R-16) AC	26.00	
307(K) 4300	STABILIZED SUBGRADE	(1) SY	53,562.00	
402(E) 0225	TRAFFIC BOUND SURFACE COURSE TYPE E	(R-25) TON	221.00	
407(B) 0250	TACK COAT		29,162.00	
408 5774	PRIME COAT	(R-28) GAL	20,852.00	
409(A) 4242	FABRIC REINFORCEMENT		27,645.00	
409(B) 4268	BITUMINOUS BINDER		5,529.00	
411(B) 5945	SUPERPAVE, TYPE S3(PG 64-22 OK)	(R-32) TON	48,460.00	
411(C) 5960	SUPERPAVE, TYPE S4(PG 64-22 OK)	(R-32) TON	16,233.00	
412 5267	COLD MILLING PAVEMENT	(5) (R-34) SY	82,934.00	
501(A) 0313	STRUCTURAL EXCAVATION UNCLASSIFIED	CY	29.00	
501(G) 6315	CLSM BACKFILL	(7) CY	68.00	
509(A) 0319	CLASS AA CONCRETE	CY	109.00	
509(C) 0322	CLASS A CONCRETE, SMALL STRUCTURES	CY	6.00	
511(A) 0332	REINFORCING STEEL	LB	12,138.00	
601(A) 0297	TYPE 1 PLAIN RIPRAP	TON	167.00	
609(B) 1524	2'-8" COMB.CR.B.& GUT.(6" MNTBLE)	LF	34.00	
610(B) 0604	6" CONCRETE DRIVEWAY	SY	301.00	
610(C) 0609	6" CONCRETE DIVIDING STRIP	SY	3.00	
611(G) 5704	INLET CDI RCP DES. 1	EA	1.00	
611(G) 6002	INLET (SMD-TYPE 2)	EA	1.00	
611(L) 0487	JUNCTION BOXES	CF	120.00	
613(A) 0491	18" R.C.PIPE CLASS III	(4) LF	14.00	
613(A) 0492	24" R.C.PIPE CLASS III	(4) LF	96.00	
613(A) 4506	29" X 45" R.C.PIPE ELL. CLASS HE-III	(4) LF	27.00	
613(B) 0689	18" CORR. GALV. STEEL PIPE	LF	18.00	
613(B) 0690	24" CORR. GALV. STEEL PIPE	LF	62.00	
613(B) 4527	21" X 15" CORR. GALV. STEEL PIPE ARCH	LF	2,157.00	
613(B) 4528	28" X 20" CORR. GALV. STEEL PIPE ARCH	LF	418.00	
613(L) 5726	18" PREFAB. CULVERT END SEC., ROUND	EA	3.00	
613(L) 5730	24" PREFAB. CULVERT END SEC., ROUND	EA	4.00	
613(L) 5830	29" X 45" PREFAB. CULVERT END SEC., ELLIPTICAL	EA	2.00	
613(M) 7186	TYPE A4 CULVERT END TREATMENT	EA	21.00	
613(M) 7187	TYPE B4 CULVERT END TREATMENT	EA	5.00	
613(M) 7191	TYPE AA4 CULVERT END TREATMENT	EA	11.00	
613(M) 7192	TYPE BB4 CULVERT END TREATMENT	EA	2.00	
613(M) 7196	TYPE A6 CULVERT END TREATMENT	EA	21.00	
613(M) 7197	TYPE B6 CULVERT END TREATMENT	EA	7.00	
613(M) 7201	TYPE AA6 CULVERT END TREATMENT	EA	11.00	
613(M) 7202	TYPE BB6 CULVERT END TREATMENT	EA	2.00	
619(A) 0920	REMOVAL OF STRUCTURES & OBSTRUCTIONS	(R-48) LSUM	1.00	
619(B) 0291	REMOVAL OF HEADWALL	(R-49) EA	22.00	
619(C) 0924	SAWING PAVEMENT	LF	62,224.00	
624(C) 4459	FENCE-STYLE SWF (5 BARBED WIRE)	(2) (R-52) (R-53) LF	936.00	
624(C) 7181	FENCE-STYLE SWF (6 BARBED WIRE)	(2) (R-52) (R-53) LF	1,122.00	
629(A) 4958	MAILBOX INSTALLATION-SINGLE	EA	7.00	
629(B) 4959	MAILBOX INSTALLATION-MULTIPLE	EA	1.00	
629(C) 4960	MAILBOX	EA	9.00	
629(D) 4961	REMOVAL OF MAILBOX INSTALLATION	EA	8.00	

PAY QUANTITIES

STAKING 0600				
ITEM	DESCRIPTION	UNITS	QUANTITY	
642(B) 0096	CONSTRUCTION STAKING LEVEL II	LSUM	1.00	

PAY QUANTITIES

CONSTRUCTION 0640				
ITEM	DESCRIPTION	UNITS	QUANTITY	
220 2800	SWPPP DOCUMENTATION AND MANAGEMENT	LSUM	1.00	
640(A) 1426	FIELD OFFICE	EA	1.00	
641 1552	MOBILIZATION	LSUM	1.00	

DESIGN	MRB	3/15	OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION SUMMARY OF PAY QUANTITIES & NOTES (ROADWAY)		
DRAWN	MRB	3/15			
CHECKED					
APPROVED					
SQUAD	GREEN				
PROJECT NO.		240921.041		SHEET NO.	AR01
CADDO CO., S.H. 58					