[Notes within [ ] are designer directions – delete all directions prior to final plan submittal. All XXX shall be filled in by the designer during design phase. If the note does not apply delete it.]

For preliminary plan quantities of pavement materials, the following rates of application were used:

Prime Coat (MC-70) [XXXX]…..........................@ [XX] Gals./Sq. Yd.

Seal Coat (RC[XX]) Diluted Emulsified Asphalt[XXXX].@ [XX] Gals./Sq. Yd.(Diluted)

Cover Coat Material [XXXX]..........................@ [XX] Lbs./Sq. Yd.

Tack Coat Diluted Emulsified Asphalt................@ 0.1 Gals./Sq. Yd.(Diluted)

Tack Coat (AC[XX])..................................@ [XX] Lbs./Sq. Yd.

Bituminous Pavement [XXXX]..........................@ 110 Lbs./Sq. Yd./Inch

Aggregate Base Course Class-[X].....................@ 133 Lbs./Cu. Ft.

Asphalt Rejuvenating Agent [XXXX]...................@ [XX] Gals./Sq. Yd.

Diluted emulsified asphalt for tack coat shall consist of 1 part emulsified asphalt and 1 part water.

Asphalt rejuvenating agent shall be diluted in accordance with manufacture's recommendations. For estimating purposes, [XXX] gallons of asphalt rejuvenating agent to one gallon of water was used.

It should be noted that the use of asphalt rejuvenating agent is dependent on results of tests performed after completion of surfacing and may not be required by the Engineer.

Rejuvenating agent, if required, will be applied as seal coat at the time of construction. Rates of application shall be as determined by the Engineer at the time of application.

Diluted [XXX] shall be used as a dust palliative where required and shall consist of a dilution of [XXX] and water, the portions of which shall be [XXX] part(s) water and [XXX] part [XXX], based on volume measurement. Locations shall be as directed by the Engineer.

Water shall be used as a dust palliative where required. Locations shall be as directed by the Engineer.

Magnesium Chloride shall be used as a dust palliative where required. Locations shall be as directed. It is estimated that [XXX] gallons will be required on this project.

The following shall be furnished with each bituminous paver:

1. A ski type device at least 30 Feet in length.

2. Short ski or shoe.

3. [XXX] Feet of control line and stakes.

Any layer of bituminous pavement that is to have a succeeding layer placed thereon shall be completed full width before succeeding layer is placed.

Asphalt joints shall fall on lines, shoulders lines or median lines, except where stated in the plans.

All travel lanes are subject to smoothness incentive/disincentive payments. Pavement smoothness incentive/disincentive shall be based on Inches/Mile.

Road approaches which require bituminous pavement shall be primed and an [XX] Inches thickness of pavement (and [XX] Inches thickness of ABC) placed as follows:

Public approaches and entrances to building or residences shall be paved 50 Feet out from the edge of shoulder or to the Right-Of-Way line, whichever is less. Field entrances shall be paved 4 Feet out from the edge of shoulder.

The Contractor shall not park any vehicles or equipment in, or disturb any areas not approved by the Engineer.

Millings shall become the property of the State. The Contractor shall supply all necessary equipment to haul this material to a site within the limits of the project as direct by the Engineer.

Prior to placing bituminous pavement, the paved surface shall be swept and cleaned. This will not be paid for separately, but shall be included in the cost of the Hot Mix Asphalt Pavement item.

The Contractor shall coordinate the shouldering operation such that full compliance to the existing grades is obtained on a daily basis following the paving operation for the affected area unless otherwise approved by the Engineer.

Overlay of planed areas shall commence within 5 working days following the planning unless otherwise approved by the Engineer.

The pavement shall be cut to a neat line [XXX] as directed by the Engineer. This will not be paid for separately, but shall be included in the Hot Mix Asphalt Pavement item.

It is estimated that the old road is to be obliterated at the following locations: [XX + XX]

Moisture-density control will be required for the full depth of those embankments on this project.

Depth of moisture-density control for this project shall be as follows:

Full depth of embankments within 100 Feet of bridge abutments.

Top [XX] Feet of these embankments which [XX] Feet or more in height.

Full depth of embankments which are less than [XX] Feet in height.

Full depth of all embankments:

Bases of cuts and fills [XX] Feet.

Bases of fills [XX] Feet or less in height, [XX] Feet.

Full depth of spur dikes [check with bridge section].

Full depth of embankment sections used for ditches and channel changes.

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.

The minimum thickness of topsoil shall be [XXX Inches. It is estimated that [XX] Cu. Yds. will be required based on the average thickness of [XX] Inches.

Type of compaction for this project will be AASHTO T-[XXX].

Concrete pipe joint fasteners as shown on M-Standard are required on:

All concrete culvert installations excluding side drains.

All concrete culvert installations located at stations [XXX+XX].

Guard posts, delineators and [XXX] will be removed by State forces at no cost to the project. Mile posts will be adjusted or reset by State forces at no cost to the project.

It is estimated that [XX] gallons of pavement marking paint will be required on this project as follows:

White....................[XX] gallons

Yellow...................[XX] gallons

Final signing and striping will be done by state forces at no cost to the project.

It is estimated that [XX] hours of blading with a motor grader in the [XX] to [XX] flywheel horsepower range will be required as directed by the Engineer.

It is estimated that [XX] hours of dozing with a power crawler type tractor in the [XX] to [XX] horsepower range will be required as directed by the Engineer.

It is estimated that [XX] mile posts will be adjusted or reset by the Contractor and paid for as Reset Marker.

It is estimated that [XX] days of Traffic Control Management will be required on this project.

It is estimated that [XX] days of Traffic Control Inspection will be required on this project.

It is estimated that [XX] hours of Flagging will be required on this project.

It is estimated that [XX] Sanitary Facility will be required on this project.

It is estimated that [XX] Public Information Services will be required on this project.

It is estimated that [XX] Mobile Profilograph Operation Zone will be required on this project.

It is estimated that [XX] Mobile Pavement Marking Zone will be required on this project.

It is estimated that [XX] 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.

It is estimated that [XX] tons of Hot Mix Asphalt Pavement (patching) will be required on this project.

No Right-Of-Way acquisition will be needed for this project. All work will be completed entirely within the existing Right-Of-Way.

The following clear zone criteria shall be used during this project: [XXXXXXXXXXXXXX]

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.

All surveying necessary to complete the project will not be paid for separately, but shall be included in the work.

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. See Tabulation of Survey.

This work shall not be measured and paid for separately, but shall be included in the cost of the work.[Shall only be used when 5% or less, of the estimated cost of the line item makes up the additional work to be included. If the line item involves additional work of more than 5% of the line item price, the additional work shall be broken out into separate line items].