

F.R. DIV.6	TEXAS	CM 97 (449)	SHEET 15B
DALLAS	COUNTY	HWY BELTLNE	CONT 8050-18-34

GENERAL NOTES AND SPECIFICATION DATA--

ITEM 502: CONT'D  
WHEN EXCAVATION IS REQUIRED NEXT TO A PAVEMENT LANE CARRYING TRAFFIC AND WIDENING IS NOT COMPLETED WITHIN FOURTY EIGHT (48) HOURS, SUFFICIENT BACKFILL SHALL BE PLACED AGAINST THE EDGE OF THE PAVEMENT TO PROVIDE A USUAL 3:1 SLOPE. THE BACKFILL USED BY THE CONTRACTOR SHALL BE A DURABLE CRUSHED STONE TYPE OF FLEXIBLE BASE. WHEN THE PAVEMENT IS TO BE CONSTRUCTED, THIS BACKFILL SHALL BE CAREFULLY REMOVED AND DISPOSED OF BY THE CONTRACTOR. MATERIALS AND LABOR FOR THIS WORK WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

BARRICADES AND WARNING SIGNS, AS APPROPRIATE, ARE TO BE PLACED AT STOCKPILES TO ADEQUATELY WARN MOTORISTS. AT ALL STOCKPILE SITES THAT ARE LESS THAN 30 FEET FROM THE EDGE OF ANY TRAVELLED LANE, A CLASS III BARRICADE SHALL BE ERECTED IMMEDIATELY IN FRONT OF OR AT EACH END IF REQUIRED. WHEN A STOCKPILE SITE EQUALS OR EXCEEDS 100 FEET IN LENGTH, ONE OBJECT MARKER (OM-2HP) PER 100 FEET SHALL BE PLACED ALONGSIDE THE STOCKPILE.

LANE CLOSURES ON THE ROADWAY, FRONTAGE ROADS, AND CROSS STREETS ARE RESTRICTED TO THE HOURS BETWEEN THE HOURS STATED ON THE SEQUENCE OF CONSTRUCTION SHEET. THIS TIME RESTRICTION DOES NOT PRECLUDE THE CONTRACTOR FROM PERFORMING WORK IN OTHER AREAS OF THE PROJECT.

THE CONTRACTOR SHALL PLAN HIS WORK SEQUENCE IN A MANNER THAT WILL CAUSE THE MINIMUM INTERFERENCE WITH TRAFFIC DURING CONSTRUCTION OPERATIONS. BEFORE BEGINNING WORK ON THIS PROJECT, THE CONTRACTOR SHALL SUBMIT, FOR APPROVAL BY THE ENGINEER, A PLAN OF CONSTRUCTION OPERATIONS OUTLINING IN DETAIL A SEQUENCE OF WORK TO BE FOLLOWED, SETTING OUT THE METHOD OF HANDLING TRAFFIC ALONG, ACROSS, AND ADJACENT TO THE WORK.

IF AT ANY TIME DURING CONSTRUCTION THE CONTRACTOR'S PROPOSED PLAN OF OPERATION FOR HANDLING TRAFFIC DOES NOT PROVIDE FOR SAFE, COMFORTABLE MOVEMENT, THE CONTRACTOR SHALL IMMEDIATELY CHANGE HIS OPERATIONS TO CORRECT THE UNSATISFACTORY CONDITION. THE SEQUENCE OF WORK AS OUTLINED IN THE PLANS AND BELOW IS A GUIDE ONLY AND MAY BE REVISED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER.

SUBJECT TO THE APPROVAL OF THE ENGINEER, PORTIONS OF THIS PROJECT WHICH ARE NOT AFFECTED BY OR IN CONFLICT WITH THE PROPOSED METHOD OF HANDLING TRAFFIC OR UTILITY ADJUSTMENTS CAN BE CONSTRUCTED DURING ANY PHASE.

TEMPORARY SIGNS WILL BE REQUIRED DURING CONSTRUCTION FOR THE EXISTING SIGNING WHICH INTERFERES WITH THE CONSTRUCTION. THE EXISTING SIGN FACES ON TEMPORARY SUPPORTS MAY BE USED FOR THE TEMPORARY SIGNS AS LONG AS THEY ARE REMOVED AND ERECTED ON TEMPORARY MOUNTS ON THE SAME DAY. THE WARNING AND REGULATORY SIGNS MUST BE IN PLACE AT ALL TIMES.

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GENERAL NOTES AND SPECIFICATION DATA--

ITEM 502: CONT'D  
DURING CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED TO FURNISH, PLACE, AND MAINTAIN IN ACCORDANCE WITH THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" BARRELS ALONG THE EDGE OF PAVEMENTS AND FILLS. THE BARRELS SHALL BE SUPPLEMENTED WITH STEADY BURN LIGHTS AS DIRECTED BY THE ENGINEER.

BARRICADES AND SIGNS SHALL BE PLACED IN SUCH A MANNER AS NOT TO INTERFERE WITH THE SIGHT DISTANCE OF DRIVERS ENTERING THE ROADWAY FROM DRIVEWAYS OR SIDE STREETS TO FACILITATE SHIFTING. BARRICADES AND SIGNS USED IN LANE CLOSURES OR TRAFFIC STAGING MAY BE ERECTED AND MOUNTED ON PORTABLE SUPPORTS. THE DESIGN OF THESE SUPPORTS ARE SUBJECT TO THE APPROVAL OF THE ENGINEER.

A TYPE "C" FLASHING ARROW PANEL SHALL BE USED IN CONNECTION WITH THE LANE CLOSURE SIGNING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, AND OPERATING THESE DEVICES IN A MANNER ACCEPTABLE TO THE ENGINEER, AT HIS ENTIRE EXPENSE. REFER TO TCP (1-4)-98 FOR PLACEMENT OF THE FLASHING ARROW PANEL OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR WILL NOT BE PERMITTED TO COMMENCE WORK ON THE ROAD BEFORE SUNRISE AND SHALL ARRANGE HIS WORK SO THAT NO MACHINERY OR EQUIPMENT SHALL BE LEFT NEAR THE TRAVELED ROADWAY AFTER SUNSET EXCEPT AS AUTHORIZED BY THE ENGINEER.

THE CONTRACTOR SHALL KEEP TRAVELED SURFACES USED IN HIS HAULING OPERATION CLEAR AND FREE OF DIRT OR OTHER MATERIAL.

THE USE OF RUBBER-TIRED EQUIPMENT WILL BE REQUIRED FOR MOVING DIRT OR OTHER MATERIALS ALONG OR ACROSS PAVED SURFACES.

WHERE THE CONTRACTOR DESIRES TO MOVE ANY EQUIPMENT NOT LICENSED FOR OPERATION ON PUBLIC HIGHWAYS ON OR ACROSS ANY PAVEMENT, HE SHALL PROTECT THE PAVEMENT FROM ALL DAMAGE AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL CONTINUOUSLY PROSECUTE THE WORK AFTER THE INITIATION OF ROADWAY EXCAVATION FOR EACH WORK LOCATION (RIGHT TURN LANE, MEDIAN WIDENING, ETC.) THE CONTRACTOR SHALL COMPLETE CONSTRUCTION AND OPEN TO TRAFFIC WITHIN 90 CALENDAR DAYS ANY WORK LOCATION.

ITEM 504:  
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ITEM 504: CONT'D  
THE CONTRACTOR WILL FURNISH ONE FIELD LABORATORY (TYPE A) & ONE FIELD OFFICE (TYPE C) FOR THIS PROJECT.

AN ALL WEATHER PARKING AREA (HMACP) FOR STATE VEHICLES SHALL BE PROVIDED ADJACENT TO THE FIELD OFFICE. THE ENTIRE AREA SHALL BE ENCLOSED IN A 6-FOOT HIGH FENCE. A LOCKABLE VEHICLE GATE (S) SHALL BE PROVIDED AND SHALL BE KEYPED ALIKE OR BE COMBINATION LOCKS. THIS PARKING AREA SHALL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

BEAM CURING TANKS FURNISHED BY THE CONTRACTOR SHALL BE ELEVATED, AS DIRECTED BY THE ENGINEER, TO A MAXIMUM HEIGHT OF ONE (1) FOOT.

THE CONTRACTOR SHALL NOT COMMENCE WORK UNTIL THE TEXAS DEPARTMENT OF TRANSPORTATION FIELD OFFICE AND ALL APPURTENANCES ARE FUNCTIONAL TO THE SATISFACTION OF THE ENGINEER.

THE TYPE (C) FIELD OFFICE SHALL BE FOR THE EXCLUSIVE USE OF THE ENGINEER. HAVE ADEQUATE HEATING/AIR CONDITIONING THERMOSTATICALLY CONTROLLED AND PROVIDE A MINIMUM OF EIGHT HUNDRED FORTY (840) SQUARE FEET OF CONTINUOUS GROSS FLOOR AREA, WITH A MINIMUM CEILING HEIGHT OF EIGHT (8) FEET. THE FLOOR AREA SHALL BE PARTITIONED INTO A MINIMUM OF THREE (3) OFFICES. TWO OF THE OFFICES SHALL BE A MINIMUM OF 170 SQUARE FEET. EACH OFFICE SHALL HAVE A DOOR, AND A MINIMUM OF TWO (2) WINDOWS IN EACH ROOM. ALL OFFICE SPACE SHALL BE ADEQUATELY FURNISHED AND MAINTAINED TO PERFORM ALL OFFICE FUNCTIONS. THESE FURNISHINGS INCLUDE ONE FACSIMILE MACHINE, A COPIER CAPABLE OF REPRODUCING 11" BY 17" ORIGINALS AT A RATE ACCEPTABLE TO THE ENGINEER, ONE LETTER QUALITY PRINTER CAPABLE OF PRODUCING (11" BY 17") ORIGINALS.

THE OFFICE AND ITS CONTENTS WILL BE SUBJECT TO APPROVAL BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MAINTENANCE AND SUPPLIES (BOTH PERMANENT AND CONSUMABLE) FOR THE AFOREMENTIONED ELECTRONIC EQUIPMENT FOR THE DURATION OF THE PROJECT.

THE BUILDING SHALL HAVE TWO EXTERIOR DOORS. FURNITURE FOR THE FIELD OFFICE SHALL, AS A MINIMUM, CONSIST OF A DESK AND CHAIR FOR EACH OFFICE SPACE, TWO (2) METAL FIVE DRAWER FILE CABINETS, ONE (1) BUILT-IN OR PORTABLE REFERENCE TABLE WITH CHAIR, SIX (6) FOLDING TYPE CHAIRS AND HAVE THE FINAL APPROVAL OF THE ENGINEER. ALL OFFICES SHALL BE KEYPED ALIKE. IF THE FIELD OFFICE IS OF PORTABLE NATURE, IT SHALL HAVE A COVERED PORCH AREA AT THE ENTRANCE WITH A MINIMUM OF ONE HUNDRED (100) SQUARE FEET OF GRATED OR PLANK FLOORING. ALL WINDOWS SHALL BE CLEAR FOR VISIBILITY AND ADJUSTABLE BLINDS SHALL BE PROVIDED INSIDE TO COVER THE WINDOWS FOR SECURITY. THE FIELD OFFICE SHALL HAVE ALL WINDOWS AND

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ITEM 504: CONT'D  
DOORS SECURED WITH BURGLAR BARS OR OTHER SECURITY SYSTEM ACCEPTABLE TO THE ENGINEER.

THE CONTRACTOR SHALL PROVIDE ONE PHONE LINE FOR THE FAX MACHINE AND TWO PHONE LINES FOR THE FIELD OFFICE. THE COST OF THE PHONE INSTALLATION AND VARIOUS MONTHLY PHONE SERVICE CHARGES FOR THE FAX LINE AND PHONE LINE SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

ITEMS 520 AND 522  
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ALL PORTLAND CEMENT CONCRETE PLANTS INCLUDING PORTABLE PLANTS SHALL BE EQUIPPED TO PROPORTION BY WEIGHT, THE AGGREGATES, THE BULK CEMENT, THE FLYASH, THE ADMIXTURES, AND THE WATER BY MEANS OF APPROVED FULLY AUTOMATIC PROPORTIONING DEVICES. THE SCALES SHALL BE AUTOMATIC AS WELL.

ITEM 529:  
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THE CONTRACTOR WILL BE REQUIRED TO DOWEL THE PROPOSED CURBS AS DETAILED IN THE PLANS. AN APPROVED EPOXY RESIN SHALL BE APPLIED TO THE PAVEMENT TO RECEIVE THE CURB AS DIRECTED BY THE ENGINEER. THIS WORK AND MATERIALS WILL BE SUBSIDIARY TO THIS ITEM.

THE DOWELED CURB SHALL HAVE SAWED JOINTS PLACED AT SAME INTERVALS AS CPCD AND 3/4-INCH EXPANSION JOINT MATERIAL PROVIDED AT THE SAME LOCATIONS AS ON THE EXISTING PAVEMENT.

TRANSITIONS FOR MONO CURB TY II, AND CURB AND GUTTER, AS SHOWN ON THE PLANS, SHALL BE PAID FOR AS TYPE II DOWELED CURB AND AS TYPE II CURB AND GUTTER. ALL EXTRA LABOR AND MATERIALS NECESSARY TO COMPLETE THESE TRANSITIONS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

FOR TYPE II CURB AND GUTTER SECTIONS, JOINTS SHALL BE SAWED AT THE SAME LOCATION AS ON THE EXISTING PAVEMENT.

ITEM 530:  
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ITEM 530: CONT'D  
CURBS FOR DRIVEWAYS, AS SHOWN ON MISCELLANEOUS DETAIL SHEETS, WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED AS SUBSIDIARY TO THIS ITEM.

DRIVEWAY LOCATIONS SHOWN ARE SUBJECT TO CHANGE TO SUIT ACTUAL FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND MAY BE SHIFTED AS DIRECTED BY THE ENGINEER.

ITEM 531:  
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THE CONCRETE SURFACE FOR WHEELCHAIR RAMPS SHALL HAVE A ROUGH NON-SKID TYPE FINISH.

THE CONTRACTOR SHALL SUPPLY AND INSTALL APPROPRIATE SIZE ANCHOR BOLTS FOR THE RELOCATION OF THE DART BUS SHELTER. THE ANCHOR BOLTS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

ITEM 618:  
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THE CONTRACTOR SHALL SECURE PERMISSION FROM THE PROPER AUTHORITY AND THE APPROVAL OF THE ENGINEER BEFORE CUTTING INTO OR REMOVING ANY SIDEWALKS OR CURBS, WHICH MIGHT BE REQUIRED IN MAKING THE INSTALLATION.

THE LOCATION OF CONDUITS AND GROUND BOXES ARE DIAGRAMMATIC ONLY AND MAY BE SHIFTED BY THE ENGINEER TO ACCOMMODATE FIELD CONDITIONS.

CONDUIT SHALL BE PLACED UNDER EXISTING PAVEMENT BY AN APPROVED BORING METHOD UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PITS FOR BORING SHALL NOT BE CLOSER THAN 2 FEET FROM THE EDGE OF THE PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WATER JETTING WILL NOT BE PERMITTED.

WHEN BORING IS USED FOR UNDER PAVEMENT CONDUIT INSTALLATIONS, THE MAXIMUM ALLOWABLE OVERCUT SHALL BE 1" IN DIAMETER.

WHEN CONDUITS ARE BORED, THE VERTICAL AND HORIZONTAL TOLERANCES SHALL NOT EXCEED 1/8 IN AS MEASURED FROM THE INTENDED TARGET POINT.

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GENERAL NOTES AND SPECIFICATION DATA--

ITEM 618: CONT'D  
THE USE OF A PNEUMATICALLY DRIVEN DEVICE FOR PUNCHING HOLES BENEATH THE PAVEMENT (COMMONLY KNOWN AS A "MISSILE") WILL NOT BE PERMITTED ON THIS PROJECT.

THE SAW CUT TRENCH DETAIL SHOWN ON THE PLANS FOR INSTALLATION OF CONDUIT UNDER EXISTING PAVEMENT SHALL ONLY BE USED AT LOCATIONS WHERE CONDUIT CANNOT BE BORED. THE USE OF THE SAW CUT TRENCH SHALL ONLY BE MADE AT LOCATIONS APPROVED BY THE ENGINEER.

A CLEANER-PRIMER SHALL BE USED ON ALL PVC TO PVC JOINTS BEFORE APPLICATION OF PVC CEMENT.

CONDUIT INSTALLED FOR FUTURE USE SHALL HAVE NON-METALLIC PULL ROPES INSTALLED AND SHALL BE CAPPED USING STANDARD WEATHER TIGHT CONDUIT CAPS, AS APPROVED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

LIQUID-TIGHT FLEXIBLE METAL CONDUIT (L.T.F.M) SHALL BE USED WHERE THE PLANS REFER TO FLEXIBLE METAL CONDUIT. FLEXIBLE METAL SHALL NOT BE PERMITTED ON THIS PROJECT.

THE CONTRACTOR MAY, AT HIS/HER OPTION, SUBSTITUTE HDPE CONDUIT MEETING THE SPECIFICATIONS OF ITEM 622 FOR ALL BORES REQUIRING PVC SCHEDULE 40 CONDUIT AND, WHEN APPROVED BY THE ENGINEER, MAY SUBSTITUTE HDPE FOR SCHEDULE 80 BORED CONDUIT. HDPE SHALL BE THE SAME SIZE AS THE PVC CONDUIT SHOWN ON THE PLANS. HDPE SHALL BE TERMINATED WITH UL LISTED FITTINGS. HDPE MAY BE THREADED AND USED WITH THREADED PVC CONNECTORS OR COUPLINGS. HDPE SHALL BE EXTENDED THROUGH THE BORE IN ONE CONTINUOUS PIECE AND SHALL BE COUPLED TO RMC ELBOWS OR TO PVC CONDUIT AT THE BORE PITS PRIOR TO ENTERING GROUND BOXES (IF GROUND BOXES ARE REQUIRED BY THE PLANS). HDPE SHALL NOT CONTAIN CONDUIT DURING INSTALLATION IN THIS MANNER. NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR WHEN HDPE IS SUBSTITUTED FOR THIS PURPOSE.

PVC CONDUIT SYSTEMS THAT SNAP OR LOCK TOGETHER WITHOUT GLUE THAT ARE DESIGNED AND UL LISTED TO BE USED FOR BORED PVC ELECTRICAL CONDUIT APPLICATIONS WILL BE ALLOWED FOR BORED PVC SCHEDULE 40, AND, WHEN APPROVED BY THE ENGINEER, WILL BE ALLOWED FOR BORED PVC SCHEDULE 80. NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR WHEN THESE SPECIFIC PURPOSE CONDUIT SYSTEMS ARE SUBSTITUTED FOR THIS PURPOSE.

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