F.H.W.A. REG. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	D.C. MD	CM-8888(431) MD88431	4	393

GENERAL NOTES

1. STAGING AND ACCESS

A. GENERAL

1.) MEANS AND METHODS ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. SEVERAL LAND AND MARINE OPTIONS WITH REQUIREMENTS ARE PROVIDED TO THE CONTRACTOR BELOW. THESE OPTIONS ARE SUBJECT TO APPROVAL OF MULTIPLE AGENCIES. STAGING OPTIONS AND REQUIREMENTS ARE IDENTIFIED BELOW.

2.) THE CONTRACTOR MAY USE THE TRAIL BASE COURSE FOR CONSTRUCTION ACCESS. CONTRACTOR SHALL INSTALL EROSION & SEDIMENT CONTROLS, CLEAR & GRUB, PROOF ROLL (UNDERCUT & FILL IF NECESSARY) AND INSTALL AGGREGATE BASE COURSE AS REQUIRED TO PROVIDE ACCESS. ACCESS WILL BE FROM DESIGNATED STAGING AREAS. THE COST OF SCARIFYING CONTAMINATED AGGREGATE BASE COURSE, REAPPLICATION OF GAB AND FINE GRADING WILL BE INCIDENTAL TO THE ITEM.

B. STAGING AREAS – STAGING AREAS ARE DESIGNATED ON THE CONTRACT PLANS. USAGE PLANS FOR AREAS ARE TO BE SUBMITTED AND ARE SUBJECT TO APPROVAL OF DDOT, MNCPPC, SHA AND NPS. AREAS ARE TO HAVE GEO-TEXTILE FABRIC SEPARATION FROM GRADE WITH A MINIMUM OF SIX-INCHES OF STONE (NO.2, CR-6 OR NO. 57). CONTRACTOR SHALL COVER ALL STOCK PILED MATERIALS AND PROVIDE APPROPRIATE SEDIMENT CONTROL MEASURES. CONTRACTOR SHALL SECURE STAGING AREA WITH CHAIN LINK FENCE AND GATES. THE TOTAL COST OF STAGING AREAS, INCLUDING FENCING, GATES, GEO-TEXTILE, SECURITY, STONE, SEDIMENT CONTROL AND RESTORATION TO THE SATISFACTION OF DDOT, NPS AND THE APPROPRIATE AGENCY, WILL NOT BE MEASURED SEPARATELY BUT SHALL BE INCIDENTAL TO ALL ITEMS OF WORK AND AT NO ADDITIONAL COST TO DDOT.

C. ACCESS ROADS – ADDITIONAL ACCESS ROADS INCLUDING GEO-TEXTILE, STONE AND EROSION AND SEDIMENT CONTROL WILL NOT BE MEASURED SEPARATELY BUT SHALL BE INCIDENTAL TO ALL ITEMS OF WORK.

D. TEMPORARY BERTHING PIER FOR CONSTRUCTION EQUIPMENT AND ACCESS ROADS – TWO LOCATIONS HAVE BEEN PROVIDED FOR TEMPORARY BERTHING PIERS. SHOULD THE CONTRACTOR CHOOSE TO CONSTRUCT BERTHING PIERS, CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING DESIGN PLANS AND CALCULATIONS (SEALED BY A DC REGISTERED ENGINEER), LABOR/EQUIPMENT/ MATERIALS/INCIDENTALS, SUPPORT OF EXCAVATION/BULKHEADS, REMOVAL OF ALL TEMPORARY STRUCTURES, EROSION & SEDIMENT CONTROLS, TEMPORARY DRAINAGE PROVISIONS AND COMPLETE RESTORATION OF THE AREA TO THE SATISFACTION OF DDOT, NPS AND THE APPROPRIATE AGENCY. BERTHING PIER WILL NOT BE MEASURED OR PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO ALL ITEMS OF WORK.

E. AMTRAK FACILITIES AND NEW YORK AVENUE

1.) THE HEAVY DUTY BOARDWALK AND THE LOWER BEAVERDAM CREEK BRIDGE ELEMENTS ARE ADJACENT AND UNDER THE NEC MAINLINE AMTRAK BRIDGE, HIGH VOLTAGE LINES AND FACILITIES. PRIOR TO SCHEDULING WORK IN THIS AREA, APPROVAL OF A SITE SPECIFIC WORK PLAN BY DDOT AND AMTRAK IS REQUIRED. THE CONTRACTOR SHALL ANTICIPATE VERY LIMITED WINDOWS OF TRACK AND WIRE FOULING OR OUTAGES. REQUIREMENTS FOR MANDATORY AMTRAK INSPECTION SHALL BE COORDINATED THROUGH DDOT AND AMTRAK.

2.) ALL WORK WITHIN AMTRAK RIGHT OF WAY MAY REQUIRE TRACK MONITORING. CONTRACTOR SHALL REFER TO TRACK MONITORING REQUIREMENTS IN THE CONTRACT SPECIFICATIONS.

3.) THE CONTRACTOR IS ADVISED THAT LIMITED CLEARANCE IS AVAILABLE UNDER THE AMTRAK AND NEW YORK AVENUE BRIDGES AND THAT SPECIAL ACCESS AND RIGGING PROVISIONS ARE LIKELY TO BE NECESSARY TO CONSTRUCT THE HEAVY DUTY BOARDWALK IN THESE AREAS. ANY COSTS OF SPECIAL PROCEDURES WILL BE INCIDENTAL TO THE HEAVY DUTY BOARDWALK ITEMS.

4.) THE CONTRACTOR IS ADVISED OF THE PRESENCE OF AMTRAK'S HIGH VOLTAGE LINES ON THE BRIDGE. OPERATION OF MARINE EQUIPMENT AND LIFTING EQUIPMENT WILL BE RESTRICTED UNDER AND ADJACENT TO THESE FACILITIES.

5.) AMTRAK'S HIGH VOLTAGE LINES ARE LIKELY TO IMPACT CASING INSTALLATION FOR CAISSONS AT SELECTED LOCATIONS. CAISSONS ARE LIKELY TO REQUIRE MULTIPLE SPLICES AT THESE LOCATIONS. SPLICING WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO THE UNIT PRICE FOR CAISSONS.

6.) NEW YORK AVENUE - ACCESS FROM NEW YORK AVENUE IS NOT PROVIDED IN THE CONTRACT DOCUMENTS. IF THE CONTRACTOR DESIRES ACCESS FROM NEW YORK AVENUE, THE CONTRACTOR MAY REQUEST SINGLE LANE NIGHT TIME LANE CLOSURES ON NEW YORK AVENUE FOR EQUIPMENT AND MATERIAL MOBILIZATION AND STAGING. REQUESTS ARE TO INCLUDE TRAFFIC CONTROL PLANS, SUBJECT TO APPROVAL OF DDOT AND MD SHA, AS WELL AS, LIFTING AND LOAD DISTRIBUTION PLANS AND CALCULATIONS. THE CONTRACTOR SHALL ALSO PREPARE PLAN AND PERMIT MODIFICATIONS FOR ANY ADDITIONAL CLEARING, GRADING AND CONSTRUCTION REQUIRED FOR ACCESS. THE COST OF LABOR, EQUIPMENT, MATERIALS, PLANS, PERMITS, MOT DEVICES, STRIPING MODIFICATIONS, SIGNS, FLAGMEN, SKIDS, ETC. WILL BE INCIDENTAL TO ALL ITEMS OF WORK AND AT NO ADDITIONAL COST TO DDOT.

F. RESTORATION – ALL ITEMS RELATED TO STAGING, ACCESS AND MARINE WORK WILL BE TEMPORARY. THE CONTRACTOR IS RESPONSIBLE TO COMPLETE RESTORATION OF THESE AREAS TO THE SATISFACTION OF DDOT, NPS AND THE APPROPRIATE AGENCY AT NO ADDITIONAL COST TO DDOT.

G. OTHER MARINE ACCESS - THE CONTRACTOR MAY COORDINATE MARINE ACCESS FROM OTHER LOCATIONS, HOWEVER, WILL BE SOLELY RESPONSIBLE FOR ALL ENGINEERING AND PERMITTING. THE CONTRACTOR IS ADVISED OF LIMITED BRIDGE CLEARANCES WITHIN AND ADJACENT TO THE JOB-SITE. U.S COAST GUARD REGULATIONS FOR OPERATION AND CHANNEL MAINTENANCE MUST BE OBSERVED.

H. TURBIDITY - TURBIDITY CURTAINS WILL BE REQUIRED AROUND WORK AREAS, SHOULD THE CONTRACTOR CHOOSE TO USE MARINE EQUIPMENT. THE COST OF TURBIDITY MONITORING AND TURBIDITY CURTAINS WILL BE INCIDENTAL TO WORK AND AT NO ADDITIONAL COST TO DDOT.

2. COFFERDAMS, SUPPORT OF EXCAVATION AND DRYING EXCAVATED MATERIALS

A. THE CONTRACTOR SHALL DETERMINE THE NEED FOR COFFERDAMS AND OTHER SUPPORT OF EXCAVATIONS. SEALED DESIGN PLANS AND CALCULATIONS MUST BE SUBMITTED FOR APPROVAL IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. IT IS ANTICIPATED THAT THE CONTRACTOR MAY WANT TO USE COFFERDAMS IN THE FOLLOWING LOCATIONS:

STRUCTURE	COMPONENT	PERMANENT SHEETING	TEMPORARY COFFERDAM	TREMIE OR SUB-FOUNDATION WORK MAT	TREMIE OR MAT THICKNESS (FEET)*
S1	ABUT A	YES	YES	YES	1.00
S1	ABUT B	YES	YES	YES	1.00
S2	ABUT A	YES	YES	YES	0.50
S2	ABUT B	NO	YES	YES	6.00
S3	ABUT A	YES	YES	YES	6.00
S3	ABUT B	YES	YES	YES	5.50
S5	ABUT A	NO	YES	YES	4.50
S5	ABUT B	YES	YES	YES	3.75
S6	PIER BLOCK A	NO	YES	YES	1.25
S6	PIER BLOCK B	NO	YES	YES	1.75
S6	PIER TYPE B	NO	YES	YES	1.00

* TREMIE THICKNESS PROVIDED FOR BIDDING PURPOSES ONLY. CONTRACTOR SHALL DESIGN TREMIE THICKNESS BASED ON ACTUAL COFFERDAM DIMENSIONS. TREMIE CONCRETE IS INCIDENTAL TO THE COFFERDAM LUMP SUM ITEM REGARDLESS OF ACTUAL THICKNESS REQUIRED.

WHERE BOTH PERMANENT SHEETING AND COFFERDAM ARE REQUIRED, CONTRACTOR MAY CONNECT PERMANENT SHEETING TO COFFERDAM. COFFERDAM DESIGN WILL BE THE RESPONSIBILITY OF THE CONTRACTOR IN ACCORDANCE WITH STANDARD SPECIFICATION 205.01. COFFERDAM REMOVAL METHODS SHALL NOT DAMAGE PERMANENT SHEETING. TREMIE OR MUD SLAB CONCRETE SHALL BE SECTION 817, CLASS B CONCRETE AS MODIFIED AND CONFORMING TO SECTION 703.11. TREMIE OR MUD SLAB CONCRETE THICKNESS SHALL BE AS MEASURED FROM THE BOTTOM OF FOOTING ELEVATION. THE ABOVE MATRIX REQUIREMENTS ARE SOLELY FOR THE MAJOR STRUCTURES. THE CONTRACTOR IS RESPONSIBLE FOR ANY SHEETING AND SHORING REQUIRED AT OTHER LOCATIONS ADJACENT TO EXISTING UTILITIES, STRUCTURES, ETC. CONTRACTOR SHOUD BE AWARE THAT THERE IS LIMITED OVERHEAD CLEARANCE TO INSTALL THE COFFERDAMS FOR PIER TYPE B.

B. ALL WORK ASSOCIATED WITH DESIGN, INSTALLATION AND REMOVAL OF COFFERDAMS SHALL BE INCIDENTAL TO THE LUMP SUM ITEM. SHEETING FOR COFFERDAMS SHALL BE REMOVED. ENCROACHMENT OF COFFERDAMS INTO STREAM CHANNEL SHALL BE MINIMIZED.

C. SUPPORT OF EXCAVATION WILL BE INCIDENTAL TO STRUCTURE EXCAVATION OR RIVER EXCAVATION ITEMS.

D. AGGREGATE BASE COURSE AND ADJACENT ROADWAYS SHALL BE KEPT FREE OF WET EXCAVATED MATERIALS AND SPOILS. THE CONTRACTOR HAS THE OPTION OF: USING SEALED TRUCKS; SEALED DUMPSTERS (OR OTHER SIMILAR CONTAINERS); OR DRYING WET MATERIALS AT THE JOB-SITE. PLAN AND LOCATION FOR A JOB-SITE DRYING AREA MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY DDOT AND NPS. DRYING AREA MUST CONTAIN APPROPRIATE EROSION AND SEDIMENT CONTROLS, BERMS, GEO-TEXTILE SEPARATION BARRIER AND STONE FILTER BASE. ALL COSTS RELATED TO REMOVAL OF WET EXCAVATED MATERIALS SHALL BE INCIDENTAL TO THE APPROPRIATE EXCAVATION ITEM. SHOULD SEALED VEHICLES OR CONTAINERS BE DETERMINED INEFFECTIVE BY DDOT, ON-SITE DRYING MAY BE A REQUIREMENT RATHER THAN OPTIONAL. THE COST OF THE FOREGOING REQUIREMENTS OF THIS SECTION WILL BE INCIDENTAL TO THE APPLICABLE EXCAVATION ITEMS.

3. EXISTING 102"-108" SANITARY SEWER

A. THE CONTRACTOR IS ADVISED OF THE PRESENCE OF AN EXISTING 102" / 108" SANITARY SEWER UNDER AND ADJACENT TO THE PROPOSED AND EXISTING TRAILS AT MULTIPLE LOCATIONS.

B. PRIOR TO CONSTRUCTION OF THE PATH AND OPERATING CONSTRUCTION VEHICLES IN AREAS OVER OR ADJACENT TO THE MAIN, THE CONTRACTOR SHALL:

1.) TEST PIT TO DETERMINE THE LOCATION OF THE MAIN

2.) COORDINATE WITH DC WATER AND WSSC TO DOCUMENT EXISTING CONDITIONS OF THE MAIN.

3.) IF NECESSARY, DESIGN A LOAD DISTRIBUTION SYSTEM TO PREVENT DAMAGE TO THE MAIN DURING CONSTRUCTION. SUBMIT SEALED DESIGN PLANS AND CALCULATIONS FOR REVIEW BY DDOT AND FACILITY OWNER.

C. THE ABOVE PRECAUTIONS SHALL BE CONSIDERED INCIDENTAL TO THE ITEMS OF WORK AND AT NO ADDITIONAL COST TO DDOT.

4. PRESENCE OF OTHER UTILITIES

A. EXISTING UTILITIES ARE SHOWN ON THE CONTRACT PLANS BUT NO GUARANTEE IS MADE TO THE COMPLETENESS OR ACCURACY OF THIS INFORMATION. THE CONTRACTOR SHALL IDENTIFY THE PRESENCE AND LOCATION OF ALL UTILITIES THROUGHOUT THE JOBSITE INCLUDING ELECTRICAL, COMMUNICATIONS, GAS, SANITARY, WATER, STORM, LIGHTING, ETC. CONTRACTOR IS RESPONSIBLE FOR CONTACTING MISS UTILITY AT 1-800-257-7777 PRIOR TO BEGINNING WORK. PRIOR TO CONSTRUCTION OF THE PATH, UTILITY LOCATION AND TEST PITTING MUST BE PERFORMED BY CONTRACTOR TO IDENTIFY LOCATION OF UTILITIES. IF NECESSARY, ADDITIONAL LOAD DISTRIBUTION SYSTEM SHALL BE DESIGNED AND CONSTRUCTED SO AS NOT TO DAMAGE THE UTILITY. ANY DAMAGE INCURRED TO UTILITIES MUST BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

B. THE CONTRACTOR IS ADVISED THAT AMTRAK IS NOT PART OF THE MISS UTILITY ONE-CALL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING AMTRAK DIVISION TO LOCATE AMTRAK FACILITIES.

C. THE ABOVE PRECAUTIONS SHALL BE CONSIDERED INCIDENTAL TO THE ITEMS OF WORK AND AT NO ADDITIONAL COST TO DDOT.

D. CONTACT DEXTER HOLMES OF DC WATER AT 202-787-4024 TWO WEEKS IN ADVANCE OF ANY WATER OR SEWER CONSTRUCTION, INCLUDING ANY TEST PITTING OR EXCAVATION ABOVE 102" / 108" SEWER.

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RICHARD JOSEPH ADAMS JR
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PROFESSIONAL ENGINEER
5/14/13

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DESCRIPTION	NAME	DATE

REVISIONS

D.C. DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE PROJECT MANAGEMENT ADMINISTRATION

CONSTRUCTION OF
THE ANACOSTIA RIVERWALK TRAIL
KENILWORTH TRAIL SECTION

GENERAL NOTES - SHEET 2

PROJECT ENG. JCW
DESIGNED BY JOH
CHECKED BY JCW
DRAWN BY
PROJECT MGR. RJA

DIVISION CHIEF
DATE
FILE

SHEET AB-03 OF AB-04

Thursday, March 14, 2013 AT 04:19 PM
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