202.00 GENERAL GRADING INSTRUCTIONS

Grading Inspection

A grading inspector should devote the majority of his/her time to observing and checking the contractor's excavating, drying, moistening, spreading and compacting operations, and securing samples, vary the balance of his/her time in testing samples and making neat and accurate records. The grade inspector will need to check moisture (if control is required) and density at the rate shown in the Materials Sampling Guide (usually check moisture and density once for each 2,500 cubic yards (2000 m³) placed and once for each 1000 feet (300 m) of shoulder or subgrade).

Blue Tops

After the roadway excavation and roadway embankment has been constructed substantially to grade elevations, the construction survey party will set finish grade stakes for finishing the grade or subgrade to the lines and grades shown in the plans. The blue top book elevations must be checked to insure they conform to the information shown on the plan cross-sections.

Rounding of Hinge Points

The Department has determined that the rounding of "hinge points" in the cross-sectional elements can significantly reduce their potential as hazards. Rounded slopes reduce the chances of an errant vehicle becoming airborne, reduce the hazards of encroachment, and afford drivers more control over their vehicles.

The Construction Division suggests that finish grading and ground preparation activities that result in the rounding of hinge points be permitted, if not encouraged. For example, an 8' disc that "hangs over" a 6' shoulder will provide the desired effect and should not be ruled unacceptable. However, this suggestion is not meant to imply that the cuts and embankments may be built to other than the cross-sections shown in the plans.

Erosion Control

The contractor must have as a minimum silt fence or other erosion control measures as shown in the plans installed to keep silt on our ROW before any grading is allowed.

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