

U.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 45	*	MASSAC	13	2

\*D-9 SMART FY 06-3

### GENERAL NOTES

THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL BITUMINOUS CONCRETE	2.016 TON/CU YD
ALL AGGREGATE	2.05 TON/CU YD
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL/SQ YD
ON AGGREGATE	0.32 GAL/SQ YD
AGGREGATE (PRIME COAT)	0.0015 TON/SQ YD

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUT DOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE BITUMINOUS SURFACE REMOVAL AND BITUMINOUS SURFACE COURSE.

THE CONTRACTOR SHALL STAMP STATIONING IN THE BITUMINOUS SURFACE AT 300 FT. INTERVALS ALTERNATING SIDES ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THE LOCATION OF THE DETECTOR LOOPS, AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER OF TRAFFIC OPERATIONS.

DETECTOR LOOP WIRE SHALL BE PLACED IN THE EXISTING CONDUIT FROM THE LOOP SAWCUT TO THE SPLICE POINT AT THE EXISTING HANDHOLE.

DETECTOR LOOPS SHALL BE MEASURED FOR PAYMENT ALONG THE SAWED SLOT IN THE PAVEMENT. DETECTOR LOOP WIRE PLACED IN THE CONDUIT SHALL BE INCLUDED IN THIS COST AND SHALL NOT BE MEASURED.

DETECTOR LOOPS SHALL BE SAWED INTO THE PAVEMENT AFTER BITUMINOUS SURFACE REMOVAL AND PRIOR TO BITUMINOUS SURFACE COURSE.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE AN INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

THERE ARE NO COMMITMENTS.

### INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES, LIST OF APPLICABLE HIGHWAY STANDARDS, INDEX OF SHEETS, AND SIGNATURE SHEET
3	MIX DESIGN AND SUMMARY OF QUANTITIES
4	RESURFACING AND PAVEMENT MARKING SCHEDULES
5	PAVEMENT PATCHING SCHEDULE
6	TYPICAL SECTIONS
7-10	STRIPING DETAILS
11	DETECTOR LOOP DETAIL
12	SIDEROAD AND BUTT JOINT DETAILS
13	"ROUGH GROOVED SURFACE" SIGN, TEMPORARY BITUMINOUS CONCRETE TRANSITIONS, "UNEVEN PAVEMENT" SIGN, AND DETECTOR LOOP STANDARD DETAILS

### STANDARDS

000001-04	701701-04
442101-05	702001-06
442201-01	780001-01
701602-02	886001
	886006

Prepared By: *Joe Zolankiewicz*  
DISTRICT STUDIES & PLANS ENGINEER

Examined By: *James Lewis Emery*  
DISTRICT LAND ACQUISITION ENGINEER

Examined By: *Carrie Nelson*  
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: *Jim Smothers*  
DISTRICT OPERATIONS ENGINEER

Examined By: *Joseph Linn*  
DISTRICT CONSTRUCTION ENGINEER

Examined By: *Bruno Soboles*  
DISTRICT MATERIALS ENGINEER

Examined By: *Nancy Clayton*  
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: *Nancy Clayton*  
ASSISTANT REGIONAL ENGINEER

Approved By: *May Kline*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

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