

**GENERAL NOTES:**

1. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB NUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
2. IN ADDITION TO FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS, AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 1-800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
4. ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.
5. THE THICKNESS OF PROPOSED PAVEMENT PATCHING CALLED OUT IN 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 AND BASE COURSES ON WHICH THE PATCHING MIXTURE IS PLACED. ANY DEVIATIONS IN COSTS FOR PAVEMENT PATCHING SHALL ADHERE TO THE GUIDELINES SET FORTH IN SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION.
6. ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED.
7. AS CONSTRUCTION ACTIVITIES FOR MAINLINE PARTIAL DEPTH PATCHING ARE BEING PERFORMED, THE ENGINEER SHALL IDENTIFY ANY PAVEMENT CRACKS AND HOLES HE OR SHE DEEMS NECESSARY TO FILL. THE FILLING OF CRACKS AND HOLES SHALL BE PAID FOR BY THE PAY ITEM "MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS". THE MIXTURE USED FOR FILLING THESE CRACKS AND HOLES SHALL BE THE SAME MIXTURE USED FOR PARTIAL DEPTH PATCHING.
8. STATE MAINTANANCE FOR FIFTH STREET  
 SPRUCE ST. TO ASH ST. - 3 THRU TRAFFIC LANES, 2 EAST OF CENTER LINE & 1 WEST OF CENTER LINE (1988)  
 LAUREL ST. TO JUST NORTH OF STANFORD AVE. - 3 CENTER THRU TRAFFIC LANES (1988)  
 SPRUCE ST. TO LAUREL ST. - 3 THRU TRAFFIC LANES, 2 EAST OF CENTER LINE & 1 WEST OF CENTER LINE (2001)  
 LAUREL ST. TO JUST SOUTH OF BRYN MAWR - 3 CENTER THRU TRAFFIC LANES (2001)
9. STATE MAINTANANCE FOR SIXTH STREET  
 SOUTH GRAND AVE. TO BROAD PLACE - 2 TRAFFIC LANES, EACH @ 12' (1956)  
 MYRTLE ST. TO WELLESLEY ST. - 2 TRAFFIC LANES, EACH @ 12' (1959)  
 MYRTLE ST. TO STANFORD AVE. - 3 CENTER THRU TRAFFIC LANES (1988)  
 MYRTLE ST. TO STANFORD AVE. - 3 CENTER THRU TRAFFIC LANES (2001)

**COMMITMENTS:**

1. THE FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES AND PLANS COVERING ANY MAJOR PLAN CHANGES TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN, AND TO ALLOW IMPROVED DESIGN FOR THE FUTURE.

**MIXTURE TABLES**

BUSS LOOP 55 PATCHING	
MIXTURE USE(S):	FULL DEPTH PAVEMENT PATCHING
PG:	PG 64-22
DESIGN AIR VOIDS:	4.0% @N70
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 19.0
FRICTION AGGREGATE:	N/A
QUALITY MANAGEMENT:	QC/QA

BUSS LOOP 55 PATCHING	
MIXTURE USE(S):	PARTIAL DEPTH PAVEMENT PATCHING LONGITUDINAL JOINT REPAIR
PG:	PG 64-22
DESIGN AIR VOIDS:	4.0% @N70
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5
FRICTION AGGREGATE:	MIX "C"
QUALITY MANAGEMENT:	QC/QA

NOTE: THE CONTRACTOR MAY UTILIZE THE PARTIAL DEPTH PATCHING MIXTURE FOR THE TOP LIFT (MINIMUM 1.5") OF PAVEMENT PATCHING AT THEIR OPTION.

DISTRICT SIX	
EXAMINED	May 22 <sup>nd</sup> 20 14
<i>John C. W...</i>	
OPERATIONS ENGINEER	
EXAMINED	MAY 20 20 14
<i>John P...</i>	
PROJECT IMPLEMENTATION ENGINEER	
EXAMINED	May 22 20 14
<i>John P. M...</i>	
PROGRAM DEVELOPMENT ENGINEER	