

GENERAL NOTES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED. ANY DAMAGE TO THE UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE, INCLUDING TEMPORARY REPAIRS WHICH MAY BE REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS.
- THE LOCATIONS OF THOSE BURIED AND ABOVEGROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTIONS PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVEGROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- THE THICKNESS OF HOT-MIX ASPHALT MIXTURES 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.
- ALL ELEVATIONS REFER TO U. S. G. S. MEAN SEA LEVEL DATUM.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:  

BITUMINOUS MATERIAL (PRIME COAT)	0.00038	TON/SQ YD
HOT-MIX ASPHALT SURF CSE	112	LBS/SQ YD*IN
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- UNLESS NOTED OTHERWISE, STATIONS AND OFFSETS REFER TO CENTERLINE OF PROJECT.
- IN ADDITION TO FIELD SURVEYS AND AERIAL 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 THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- THERE IS ONE RAISED REFLECTIVE PAVEMENT MARKER WITHIN THE RESURFACING LIMITS. THE COST OF REMOVING THE RPM SHALL NOT BE PAID SEPARATELY BUT INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEMS.

The following mixture requirements are applicable for this project:

Mix No.	
Mixture Use(s)	Surface
AC/PG:	PG 64-22
Design Air Voids:	4.0% @ N Design=70
Mixture Composition: (Gradation Mixture)	IL 9.5 or 12.5
Friction Aggregate:	Mix "C"

SUGGESTED SEQUENCE OF OPERATIONS

- CLOSE THE DRIVING LANE USING STANDARD 701406.
- MILL THE DRIVING LANE AND OUTSIDE SHOULDER.
- COVER THE INLET WITH PLYWOOD, STEEL PLATE, OR SIMILAR.
- PAVE THE DRIVING LANE AND OUTSIDE SHOULDER PAVING OVER BOTH THE EXPANSION JOINT AND INLETS.
- MOVE LANE CLOSURE TO PASSING LANE USING STANDARD 701406.
- MILL THE PASSING LANE AND INSIDE SHOULDER.
- COVER THE INLET WITH PLYWOOD, STEEL PLATE, OR SIMILAR.
- PAVE THE PASSING LANE AND INSIDE SHOULDER PAVING OVER BOTH THE EXPANSION JOINT AND INLETS.
- CLOSE THE DRIVING LANE USING STANDARD 701406.
- SAW CUT THE HMA SURFACE AT THE OUTSIDE INLET. REMOVE THE HMA SURFACE AT THE INLET. REMOVE THE CASTING AND GRATE BY CHIPPING OUT THE CONCRETE AROUND THE CASTING. FORM THE INLET TO THE PROPOSED ELEVATION.
- SAW CUT THE HMA SURFACE FOR THE POLYMER CONCRETE EXPANSION JOINT IN THE DRIVING LANE AND OUTSIDE SHOULDER. REMOVE THE HMA SURFACE AT THE EXPANSION JOINT.
- POUR THE POLYMER CONCRETE AT THE DRIVING LANE EXPANSION JOINT AND OUTSIDE INLET. PLACE THE SILICONE JOINT SEALER AFTER POLYMER CONCRETE SETS UP.
- CLOSE THE PASSING LANE USING STANDARD 701406.
- SAW CUT THE HMA SURFACE AT THE INSIDE INLET. REMOVE THE HMA SURFACE AT THE INLET. REMOVE THE CASTING AND GRATE BY CHIPPING OUT THE CONCRETE AROUND THE CASTING. FORM THE INLET TO THE PROPOSED ELEVATION.
- SAW CUT THE HMA SURFACE FOR THE POLYMER CONCRETE EXPANSION JOINT IN THE PASSING LANE AND OUTSIDE SHOULDER. REMOVE THE HMA SURFACE AT THE EXPANSION JOINT.
- POUR THE POLYMER CONCRETE AT THE PASSING LANE EXPANSION JOINT AND OUTSIDE INLET. PLACE THE SILICONE JOINT SEALER AFTER POLYMER CONCRETE SETS UP.

COMMITMENTS:

THERE ARE NO COMMITMENTS

DISTRICT SIX	
EXAMINED	Dec 19 20 11
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OPERATIONS ENGINEER	

EXAMINED	DEC 19 20 11
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PROJECT IMPLEMENTATION ENGINEER	
EXAMINED	By [Signature] 20 11
PROGRAM DEVELOPMENT ENGINEER	