

GENERAL NOTES

- 1) THE THICKNESS OF HOT-MIX ASPHALT 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 HOT-MIX ASPHALT MIXTURE IS PLACED.
- 2) FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:
 ALL HOT MIX ASPHALT 2.016 TONS/CU YD
- 3) PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.
- 4) IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.
- 5) THE CONTRACTOR SHALL TAKE EXTRA PRECAUTION WHEN REMOVING THE EXISTING 1.5' OF HMA SURFACE AS NOT TO DAMAGE THE EXISTING WATERPROOF MEMBRANCE SYSTEM. THE CONTRACTOR SHALL REMOVE DOWN TO THE TOP OF THE EXISTING SAND BUFFER LAYER WHICH LIES OVER THE TOP OF THE EXISTING WATERPROOFING MEMBRANE SYSTEM AND NO DEEPER. ANY DAMAGE CAUSED TO THE EXISTING WMS DURING THE HMA REMOVAL WILL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE COST OF THE CONTRACTOR.
- 6) IF THE CONTRACTOR CHOOSES TO MODIFY THE SUGGESTED SEQUENCE OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A REVISED SEQUENCE OF CONSTRUCTION AND TRAFFIC CONTROL LAYOUT DETAILS FOR REVIEW AND ACCEPTANCE BY THE ENGINEER.
- 7) STAGE III AND IV SHALL BE CONSTRUCTED DURING A CONTINUOUS OPERATION AND SHALL BE FINISHED PRIOR TO THE WINTER SHUTDOWN OR THE FOLLOWING YEAR, SUBJECT TO APPROVAL BY THE ENGINEER.
- 8) THE CONTRACTOR SHALL NOT REDUCE TRAFFIC TO ONE LANE IN EITHER DIRECTION, UNTIL A DELIVERY DATE OF STAGE I MATERIALS AND A WORK SCHEDULE HAS BEEN GIVEN TO AND APPROVED BY THE ENGINEER.
- 9) THE RESIDENT ENGINEER SHALL CONTACT CASEY TECKENBROCK TO ARRANGE THE PICKUP OR DELIVERY OF THE DISTRICT PROVIDED ALUMINUM HANDRAIL POSTS THAT ARE TO BE REPLACED ON THE STRUCTURE UNDER THE PAY ITEM "REPLACE HANDRAIL SUPPORT". ADDITIONAL INFORMATION AND DETAILS ARE SHOWN IN THE STRUCTURE PLANS.
- 10) COMMITMENTS: NONE AS OF FEBRUARY 1, 2013.

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SUGGESTED SEQUENCE OF CONSTRUCTION

PRE-STAGE I: USING T.C.&P. STANDARD 701401, REMOVE THE EXISTING SOLID WHITE THERMOPLASTIC PAVEMENT MARKING LINES ADJACENT TO THE OUTSIDE DRIVING LANES.

STAGE I REMOVAL/CONSTRUCTION: SETUP T.C.&P., (SPECIAL) AS SHOWN ON SHEET 6 FOR THE ENTIRE STRUCTURE IN BOTH DIRECTIONS. PERFORM JOINT WORK, TROUGH WORK, AND ANY APPLICABLE REPAIRS AS SPECIFIED IN THE STRUCTURE PLANS. ALSO REMOVE THE EXISTING SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING LINES ADJACENT TO THE INSIDE PASSING LANES.

STAGE II REMOVAL/CONSTRUCTION: SETUP T.C.&P., (SPECIAL) AS SHOWN ON SHEET 7 FOR THE ENTIRE STRUCTURE IN BOTH DIRECTIONS. PERFORM THE REMAINDER OF THE JOINT WORK, TROUGH WORK, AND APPLICABLE REPAIRS AS SPECIFIED IN THE STRUCTURE PLANS.

STAGE III REMOVAL/CONSTRUCTION: SETUP T.C.&P. STANDARD 701401 AND REMOVE THE EXISTING HMA OVERLAY FOR THE INSIDE PASSING LANES FOR THE ENTIRE STRUCTURE IN BOTH DIRECTIONS. INSTALL THE NEW HMA OVERLAY PER THE SAME LAYOUT.

STAGE IV REMOVAL/CONSTRUCTION: SETUP T.C.&P. STANDARD 701401 AND REMOVE THE REMAINDER OF THE EXISTING HMA OVERLAY FOR THE OUTSIDE DRIVING LANES FOR THE ENTIRE STRUCTURE IN BOTH DIRECTIONS. INSTALL THE NEW HMA OVERLAY PER THE SAME LAYOUT.

MIXTURE REQUIREMENTS

LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX E, N90
AC/PG:	SBS PG76-22
ABR% (MAX):	10
DESIGN AIR VOIDS:	4%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 MM
FRICTION AGGREGATE:	E SURFACE

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