

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	F-092-1(15)	1980	2	21

GENERAL NOTES

MISCELLANEOUS

- All existing C&C Street Survey Monuments appear to be buried at the proposed final grades; any adjustments to the frame and cover shall not be paid for separately, but shall be considered incidental to the various contract items.
- The Contractor's attention is directed to Subsection 629.03 "Construction Requirements" of "Section 629-PAVEMENT MARKERS, STRIPING AND MARKINGS" in the Special Provisions.
- Approval for night work for this project will be granted, if a permit is obtained first from the Board of Health, Noise and Radiation Branch, 1250 Punchbowl St. and a viable traffic safety procedure plan is accepted by the Engineer.
- Deactivation of all traffic loop detectors shall be accomplished by the City and County of Honolulu, DOT&T, Traffic Signal Section, contact Carl Hagihara at 523-4961 one (1) week in advance for this service. Once deactivated, the Contractor must coldplane, reconstruct if required, pave, and install new loop detectors within five (5) consecutive days (exception: detectors in PCC lanes).
- Majority of the Atkinson Drive intersection loop detectors located 2-inches below existing grade will not be affected by the 1 1/2-inch coldplaning activities.
- The Contractor will be responsible to maintain a slope to drain towards catch basins of all roadways; any deviations shall be brought to the attention of the Engineer.

RECONSTRUCTION

- The depth of excavation for reconstruction shall be the reconstruction thickness minus the overlay thickness as designated on the plans. The excavated areas shall be reconstructed with ATB prior to resurfacing. The depth shall be 6 inches.
- The limits of the reconstruction areas will be determined exactly, in the field, by the Engineer.

ASPHALTIC CONCRETE PAVEMENT

- The Contractor shall remove and dispose all existing raised pavement markers in the resurfacing areas prior to laying of asphalt concrete overlay; this work shall be considered incidental to the various contract items and shall not be paid for separately.

- All holes and cracks shall be filled and compacted with Asphalt Concrete Mix I prior to resurfacing. This work shall be considered incidental to "Asphalt Concrete Pavement, Mix No. I".
- Asphalt concrete removed by scarifying, cold planing and excavating weakened pavement areas will be the State's property, and it shall be stockpiled at a designated site as shown in the plans.
- Resurfacing transition to existing thoroughfare shall be effected with a taper of 16 feet per inch of pavement thickness.
- Smooth riding transitions as directed by the Engineer shall be provided at the beginning and end of the Project and at all paved roadway connections.
- Where variation in thickness occur, a transition shall be effected at a rate of 16 feet per inch of height difference for both paving and planing activities.
- The entire roadway surface area within the project limits excluding PCC lanes and existing bus ramps, shall be resurfaced with 1 1/2-inches of Asphaltic Concrete Pavement, Mix No. I.

UTILITIES - WATER, SEWER

- The existence and location of underground utilities, appurtenances and structures as shown on the plans are based on existing records of varying degrees of accuracy and completeness. They are not guaranteed as to the location shown or as to other obstacles that may be encountered in the course of work. The Contractor shall assume that existing utilities not shown may exist.
- The Contractor shall be held liable for any damages incurred to the existing utilities as a result of his operations. All damaged portions shall be replaced in accordance with the standards and specifications of the State and/or the affected Utility Company.
- The Contractor shall give the Board of Water Supply and the Waste Water Management Division seven (7) calendar days advance notice of intent to commence work on the manholes.
- The Engineer may require the Contractor to temporarily build tapers around manhole edges or to cover manholes with steel plates whenever he determines that these safety precautions are necessary; this work shall not be paid for separately but shall be considered incidental to the adjustment of the manholes.

COLD PLANING

- The Engineer will temporarily allow the exposing of traffic directly onto cold-planned roadway areas during working hours provided:
 - the section to be planed is thicker than 2 1/2-inches and planed in two or more passes;
 - a plan of operation with documented time schedules be approved by the Engineer;
 - the Contractor shall save and hold harmless the STATE, its officers, agents, representatives, successors and assigns, from any and all suits or actions of every nature and kind which may be brought for or on account of any injury, death, or damage arising or growing out of the acts or omissions of the Contractor in connection with this temporary phase of construction; and
 - the Engineer may revoke this temporary traffic plan at any time should the pavement show failure, the public voice vehement disapproval, or the work of the Contractor be in non-compliance to the approved plan of operation.
 - Temporary striping be provided. Temporary striping shall not be paid for and shall be considered incidental to cold planing.
- The Contractor shall remove excess asphalt concrete, dirt and rocks from on top of gutters, curbs, and sidewalks as indicated on the plans or ordered by the Engineer; this work shall not be paid for separately but shall be considered incidental to the roadway cold planing item.
- All sections of roadway cold planed to the minimum 1 1/2-inch depth shall be paved before they are opened to traffic. The Contractor will be required to pave the full travelway or total width of roadway so as not to leave a hazardous longitudinal or transverse drop.

PCC PAVEMENT

- Existing PCC bus ramps at Sta. 0+98 to 1+88 and Sta. 49+17 to 51+44 shall remain; all smooth riding connections are to be made at a rate of 16 feet per inch of height difference.
- Since the PCC lane construction will require lane closure of a long duration, the Contractor must submit a proposed work schedule for approval prior to doing any work on this section. The Engineer shall closely monitor this phase and shall expedite all required testing procedures.
- The Construction of the PCC pavement shall be scheduled so that only one of the midblock signalized intersection into and/or out of Ala Moana Shopping Center can be closed during business hours. The Contractor shall coordinate all closures with Mr. Bob Lundy of the Center at 946-0771.
- Fronting Ala Moana Shopping Center, the P.C.C. lane construction shall be in two or more phases. Each Phase shall be approximately equal in length, and shall be completed and opened to traffic before work can begin on subsequent phases.

G/13/80 Revised Note Nos. 20, 20e, & 25.
DATE REVISION

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION
GENERAL NOTES
ALA MOANA BLVD. RESURFACING KEAWE ST. TO ALA WAI CANAL BRIDGE PROJECT NO. F-092-1(15)
SHEET No. 1 OF 1 SHEETS