FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	IR-HI-1(189)	1986	2	99

GENERAL NOTES

1. The Project involves adding to the Interstate Route H-1, from Palailai Interchange to Kunia Interchange, a travel lane and median shoulder in each direction within the existing median area. Improvements include paving the additional lanes with Portland Cement Concrete (P.C.C.) and the median shoulders with Asphalt Concrete (A.C.); Constructing a median barrier; modifying the Palehua Separation, Honouliuli Stream Bridge and drainage structures and metal guardrail end treatments; existing pavement grinding and reconstruction; and installing pavement markings.

2. The Contractor shall keep all lanes, including ramps open to public traffic during peak traffic hours of 6:00 a.m. to 8:30 a.m. and 3:00 p.m. to 5:30 p.m. and during periods of non-work. During peak traffic hours, the Contractor shall not perform any operations including, but not limited to movement of equipment, machinery and materials. The peak hours are subject to change by the Engineer. The Contractor's attention is directed to Section 107 of the Special Provisions for requirements regarding responsibility to the Public.

3. Reconstruction of weakened pavement areas as shown on the plans are approximate only. The Engineer shall determine the exact location in the field. Excavation for reconstruction of weakened pavement shall begin and end at existing transverse contraction joints and longitudinal construction joints. The Contractor shall take every precaution to preserve the existing tie bars in the longitudinal construction joints.

4. The Contractor shall be responsible and pay for any damages to existing facilities, structures and signs resulting from his operations. The existence and location of underground facilities, monuments and structures as shown on the plans are from the latest available data but the accuracy is not guaranteed.

5. The Contractor shall be required to perform the following work in sequence : 1st - Grind existing P.C.C. pavement
   2nd - Construct additional lanes
   3rd - Reconstruct weakened pavement areas

6. Removal of A.C. from the existing P.C.C. pavement as shown on the plans will be considered incidental to grinding of the existing pavement and no additional payment will be made for this work.

7. Tapered P.C.C. Pavement Thickness (8 1/2" to 9") at baseline Sta. 71+00± to Sta. 83+00± shall be paid for under 9-inch Unreinforced Concrete Pavement.

8. Approach Slabs to structures shall be paid for under 9-inch Reinforced Concrete Pavement.

9. Guardrails along the approach slabs to structures shall be paid for under the appropriate Concrete Bridge Railing Items.

10. No material and/or equipment shall be stockpiled or stored within the highway right-of-way except at locations approved by the Engineer

11. The quantities of portable concrete guardrail may be adjusted depending on the Contractor's work methods. Prior to fabrication of the portable concrete guardrail the Engineer will notify the Contractor of the availability of State furnished guardrails.

GENERAL NOTES - ROADWAY, SHOULDER & MEDIAN

1. Subgrade Line shall be parallel to the pavement slope and shall end as shown on the plans.

2. Inbound Shoulder and the Outbound Outer Shoulder shall have a minimum slope of 5% except when the algebraic difference in cross slope at the pavement edge exceeds 6.5% or when the pavement superelevation sloping down towards the shoulder exceeds 5% then the pavement superelevation shall continue through the shoulders.

3. The slope of the Outbound Median Shoulders shall be the same as the pavement.

4. Median Slopes shall not exceed 6:1 (horizontal to vertical).

5. Existing Subbase, Base Course and Asphalt Concrete removed from the existing median shoulders may be used for embankment but shall not be used for Aggregate Subbase, Aggregate Base Course, A.C. Shoulders or Concrete Treated Base. The removal of the Subbase, Base Course and Asphalt Concrete shall be paid for as "Roadway Excavation". The Asphalt Concrete shall not be placed within the top six (6) inches from finished grade of the embankment.

6. Excavation for Type 4 Guardrails will be paid for as "Roadway Excavation".

7. Removal of existing P.C.C. tapers at ℄ 68+00± to ℄ 83+00± will be paid for under "Excavation for Reconstruction of Weakened Pavement Areas." The Contractor shall take every precaution to insure that the existing C.T.B. and tie bars along the longitudinal construction joints are preserved. No backfilling above the existing C.T.B. will be allowed. If required, voids and low spots will be filled with P.C.C. when paving.

GENERAL NOTES - P.C.C. JOINTS

1. Transverse contraction joints shall be sawed diagonally as shown, unless otherwise directed by the Engineer. Transverse contraction joints shall be skewed counter-clockwise with an offset of 2-feet for every 12-feet of lane width from the perpendicular to the baseline.

2. Transverse contraction joints shall be spaced at successive intervals of 13-feet, 19-feet, 18-feet and 12-feet in the direction of traffic. Repeat for the remaining joints. Joints shall match those on the existing pavement.

3. Transverse contraction joints shall be located at a minimum distance of 5-feet from the nearest planned Transverse Joint.

4. If the first planned contraction joint in the new pavement is less than 5-feet from the expansion joint for the new pavement approach slab, omit this joint from the new pavement.

5. Longitudinal Construction Joint shall be constructed as shown. Payment for tie bars and epoxy grout shall not be paid for separately but will be considered incidental to the Portland Cement Concrete (P.C.C.) Pavement. The drilled holes for tie bars shall be paid for per each.

6. Drilled holes for tie bars for longitudinal construction joints shall be made a minimum of 12" and a maximum of 18" from existing transverse contraction joints.

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
NOTE BOOK	DRAWN BY	
No.	TRACED BY	
	DESIGNED BY	
	QUANTITIES BY	
	CHECKED BY	

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

GENERAL NOTES

INTERSTATE ROUTE H-1
Palailai Interchange to Kunia Interchange
Construction of Additional Lanes
F.A.I. PROJ. No. IR-HI-1(189)
Date: Aug. 1985

SHEET No. 1 OF 1 SHEETS