

GENERAL NOTES:




- The scope of work for this project includes installing a movable barrier system for contraflow HOV operation on Interstate Route H-1, constructing a cross-over lane; installing signing, pavement markings, swing gates, emergency crossover with gate and guardrail; and relocation of highway lighting.
- The Contractor is reminded of the requirements of Subsection 108.01 - Subcontracting, which requires him to perform work amounting to not less than 30 percent of the total contract cost less deductible items. Non-compliance with this Subsection may be grounds for rejection of bid.
- The Contractor's attention is directed to the following Sections of the Special Provisions: Subsection 104.04 - Maintenance of Traffic; Subsection 107.13 - Public Convenience and Safety; Subsection 107.21 - Contractor's Responsibility for Utility Property and Services; and Section 645 - Traffic Control.
- At the end of each day's work, the Contractor shall remove all equipment and other obstruction to permit free and safe passage of public traffic.
- The existence and location of underground utilities, manholes, monuments and structures as shown on the plans are from the latest available data but the accuracy is not guaranteed. The encountering of other obstacles during the course of work is possible. The Contractor shall be held liable for any damages incurred to the existing facilities and/or improvements as a result of his operations.
- The Contractor shall verify the presence of existing aerial and underground utilities which may conflict with construction activities and shall coordinate with the utility company for temporary relocation, as necessary. All costs associated with temporary relocations shall be borne by the Contractor.
- The Contractor shall provide for vehicle and pedestrian access to and from all existing side streets and driveways at all times.
- Existing drainage system shall be kept functional at all times during construction. The Contractor is to furnish materials, equipment, labor, tools and incidentals necessary to maintain flow. This work shall be considered incidental to various contract items.
- Existing concrete structures, such as manholes, culverts, channels, etc., which are designated to be removed or are in conflict with proposed construction shall be removed to a depth of not less than 3 feet below finish grade in roadway and not less than 1.5 feet below finish grade in other areas.
- Existing pavement within 6 inches of the finish grade in areas to be grassed shall be removed. All other existing pavement which will not be overlaid with new A.C. pavement shall be rooted, plowed, pulverized, or scarified to a minimum depth of 6 inches.
- Existing facilities and/or pavement to remain which has been damaged by the Contractor shall be restored to its original condition at no cost to the State.
- All regraded areas and all grassed areas damaged by construction activities shall be planted in accordance with Specifications Section 618 - Grassed Surfaces. Contractor shall restore to its original condition at no cost to the State.
- Sawcut pavement at limits of reconstruction before removal. Cold plane an additional 1'-0" of existing pavement beyond trench width prior to paving final lift of A.C. See Details on Sheet No. C25.
- All saw cutting work will not be measured or paid for separately, but shall be incidental to the various contract items.

- When excavating in close proximity to walls, fences, and other improvements, the Contractor shall protect, support, secure, and take all precautions to prevent damaging these facilities and improvements.
- The Contractor shall verify the locations and elevations of all existing utility lines and notify respective owners before commencing any excavation work.
- Steel plates for covering trenches shall have a skid resistant surface
- Where necessary, existing A.C. pavement shall be cold-planed up to 2 inches below finish grade to permit installation of A.C. overlay of not less than 2 inches thick.
- The Contractor shall notify the Engineer in writing, two (2) weeks prior to starting paving operations.
- Smooth riding connections shall be constructed at all limits of construction according to the Contract. This work will not be measured or paid for separately, but shall be considered incidental to the various contract items.
- The Contractor shall notify in writing, the Oahu Transit Services, Inc. Roads Supervision Office, 811 Middle St., Hon., HI 96819 (Ph.# 848-4571) seven (7) days prior to any paving operations.
- No material or equipment shall be stockpiled or otherwise stored within highway right-of-way except at locations designated in writing and approved by the Engineer.
- Contractor shall dispose or deliver any removed material at no cost to the State.
- Tack coat shall be incidental to the various Asphalt Concrete Pavement items.
- The Contractor shall be held liable for any damages incurred to the existing landscaping as a result of his operations.
- After the project is completed, the Contractor shall restore grades and groundcover within the project limits to a condition equal or better than existing condition prior to construction.
- All existing utilities, whether or not shown on the plans, shall be protected at all times by the Contractor during construction unless specified on the plans to be abandoned. 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 affected utility company at no cost to the State.
- All work shall be done at night. The Contractor shall follow all work hours, conditions and other restrictions as specified in the noise variance.
- The Contractor shall coordinate his work with HWY-P as they have a number of loops/instrumental sites within the project limits. (Contact: Goro, Ph.# 587-1839).

ABBREVIATIONS:

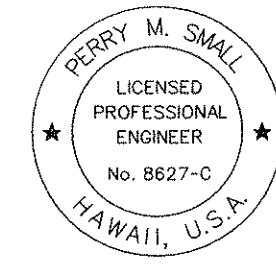
⊕	Baseline
Ⓢ	Centerline
Clr.	Clear
Conc.	Concrete
e.p.	Existing Edge of Pavement
e.s.	Existing Edge of Shoulder
e.t.w.	Existing Edge of Travel Way
EB	Eastbound
ES	Edge of Shoulder
ETW	Edge of Travel Way
HOV	High Occupancy Vehicle
Lt.	Left of ⊕
M.L.	Matchline
N	North
NTS	Not to Scale
OB	Outbound
o.c.	On Center
PC	Point of Curvature
PCC	Point of Compound Curve (for Alignment)
P.C.C.	Portland Cement Concrete
PI	Point on Intersection
POC	Point on Curvature
POT	Point on Tangent
PT	Point of Tangency
R	Radius
R/W	Right-of-Way
Rt.	Right of ⊕
S.E., s.e.	Superelevation
STA	Station along ⊕
WB	Westbound
WWF	Welded Wire Fabric

LEGEND:


	4 3/4" AC Mix IV 12" Glassphalt Concrete Base
-----	Right-of-Way
- -	Access Permitted
- -	No Access Permitted
- -	Limited Access Permitted
	Silt Fence or Sandbag
○ ○ ○	Traffic Cones
	Existing Drain Inlet

ORIGINAL PLAN	DATE
NOTED BY	
DESIGNED BY	
CHECKED BY	

ZIPPER EXTENSION/MISC/NOTES/Sign



THIS WORK WAS PREPARED BY ME
OR UNDER MY SUPERVISION.



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

**GENERAL NOTES, LEGEND
AND ABBREVIATIONS**

INTERSTATE ROUTE H-1 ZIPPER LANE EXTENSION
RADFORD DRIVE OVERPASS TO KEEHI INTERCHANGE
FEDERAL AID PROJECT NO. NH-HI-K246)

Scale: None Date: Mar. 2, 2004