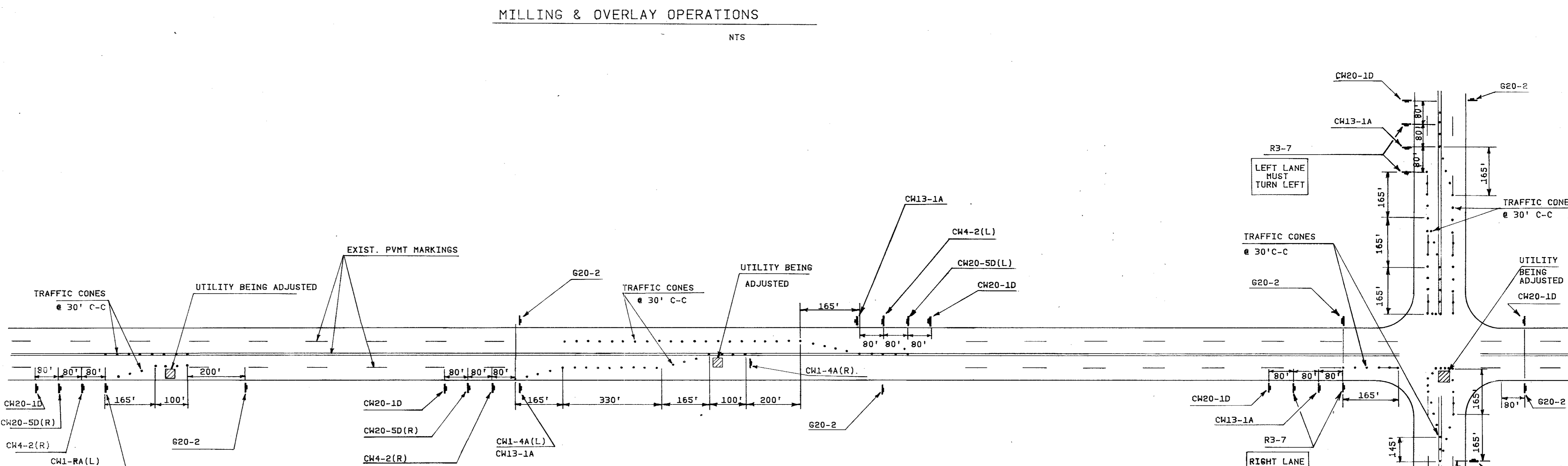
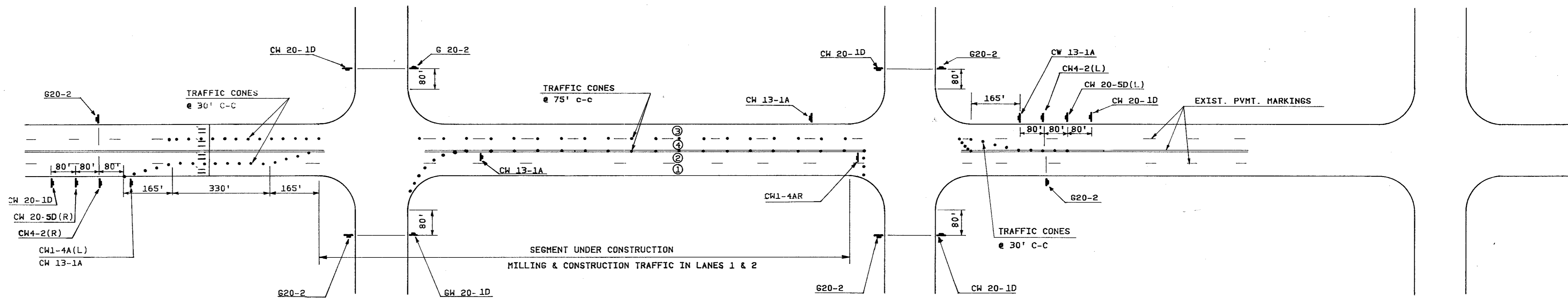


GENERAL NOTES

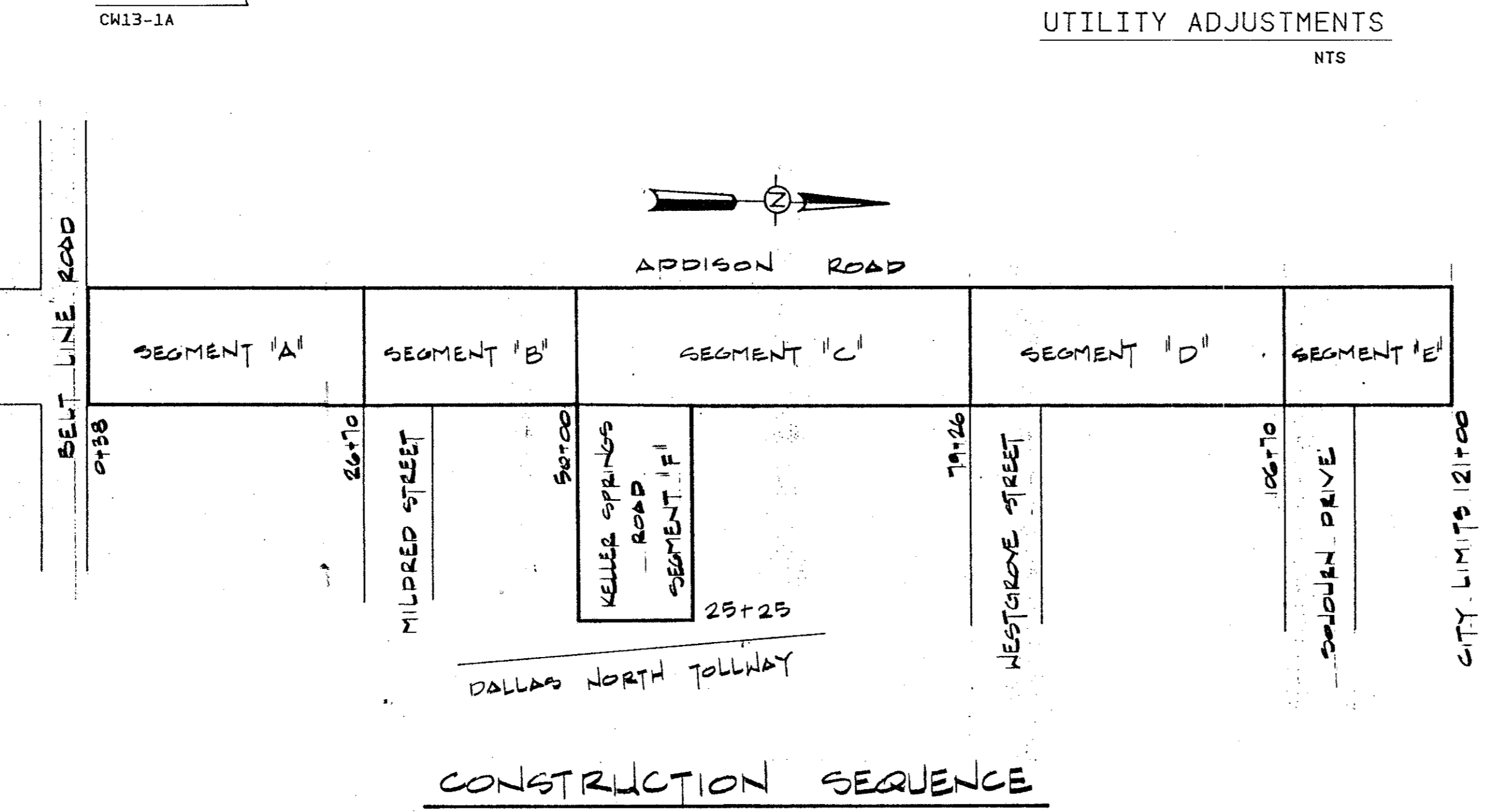
- CONTRACTOR TO COMPLETE ALL WORK IN ONE LANE BEFORE MOVING INTO ANOTHER LANE TO BEGIN WORK. ALL WORK WILL BE CONTAINED WITHIN A SEGMENT LENGTH (SEGMENT LENGTH AS SHOWN IN DETAIL THIS PAGE AND HAVING ALL NECESSARY CONSTRUCTION SIGNAGE PER THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS") OR AS MANY SEGMENT LENGTHS AS CONTRACTOR HAS REQUIRED SIGNS, DEVICES, MARKERS, ETC.
- IT IS THE INTENT OF THE OWNER TO HAVE EACH SERIES OF DAILY WORK COMPLETED AND RETURNED FOR TRAFFIC USE AT THE END OF EACH WORKING DAY. CONTRACTOR SHALL ADJUST ONLY THAT AMOUNT OF UTILITIES IN EACH WORKING DAY THAT CAN BE BACKFILLED AND REOPENED TO TRAFFIC WITHIN ONE HOUR OF SUNSET (APPROXIMATELY 7:30 PM).
- WATER VALVES, SANITARY SEWER MANHOLES, STORM DRAIN MANHOLES, AND SANITARY SEWER CLEANOUTS ARE TO BE LOWERED PRIOR TO MILLING OPERATIONS AND ADJUSTED TO FINISHED GRADE AFTER COMPLETION OF THE HMAC OVERLAY. SEE SHEET 5 FOR ADJUSTMENT DETAILS. CONTRACTOR SHALL REFERENCE THE LOCATION OF LOWERED UTILITIES PRIOR TO BACKFILLING, SO THEY CAN BE LOCATED FOR ADJUSTMENT AFTER COMPLETION OF THE HMAC OVERLAY. ALSO, CONTRACTOR SHALL PLACE A PAINT MARK ON THE NEAREST FACE OF CURB ADJACENT TO LOWERED UTILITIES.
- VEHICLE DETECTOR LOOPS AND LOWERED UTILITIES SHALL HAVE LOCATIONS REFERENCED TO THREE INDEPENDENT POINTS. THE CONTRACTOR SHALL SUPPLY A LIST OF ALL REFERENCED LOOPS AND UTILITIES TO THE CITY ENGINEER.
- PAVEMENT MILLING AND HMAC OVERLAY TO PROCEED ONE LANE AT A TIME IN NUMERICAL ORDER. PLACE TEMPORARY STRIPING ON MILLED AND OVERLAYED SECTIONS PRIOR TO OPENING THEM TO TRAFFIC.
- CONTRACTOR IS TO USE ONE OF THE FOLLOWING MANUFACTURERS' ADD MIXES TO PRODUCE A HIGH EARLY STRENGTH CONCRETE FOR CONCRETE APRONS AROUND RAISED UTILITY BOXES/MANHOLES:

MASTER BUILDERS	SET 45
W. R. GRACE	DARASET W/TYPE III CEMENT
SIKA	
CORMIX	GILCO HIGHWAY PATCH
- CONTRACTOR SHALL FOLLOW MANUFACTURERS' DIRECTIONS AND RECOMMENDATIONS ON THE PREPARATION, PLACEMENT AND CURING OF CONCRETE. MAXIMUM ALLOWABLE CURE TIME FOR CONCRETE MIX WILL BE 3 HOURS AFTER PLACEMENT. ALL CONCRETE WORK SHALL BE COMPLETED 5 HOURS, (DEPENDING ON MANUFACTURERS' REQUIRED SET TIME TO ATTAIN 2500 PSI COMPRESSIVE STRENGTH. TIME CAN BE ADJUSTED DOWN DEPENDING ON REQUIRED SET TIME), BEFORE SUNSET TO ALLOW FOR PROPER CURE AND REOPENING ROADWAY TO TRAFFIC (APPROXIMATELY 3:30 PM).
- CONTRACTOR IS TO COORDINATE ALL WORK WITH THE CITY OF ADDISON AND COUNTY OF DALLAS TO INSURE ALL NECESSARY TRAFFIC SIGNAGE AND DELINEATORS ARE IN PLACE PRIOR TO WORK BEGINNING, DURING THE PROJECT LIFE AND REMOVED AFTER PROJECT ACCEPTANCE. THE COUNTY OF DALLAS SHALL PERFORM MILLING AND OVERLAY OPERATIONS FOR THIS PROJECT. THE CONTRACTOR SHALL BE ON SITE DURING ALL MILLING AND OVERLAY OPERATIONS TO MAINTAIN TRAFFIC CONTROL. CONTRACTOR SHALL PROVIDE 24 HOUR MAINTENANCE AND MONITORING CAPABILITIES ON ALL TRAFFIC SIGNAGE. CONTRACTOR IS TO PROVIDE CITY ENGINEER WITH NAME AND PHONE NUMBER OF PERSON RESPONSIBLE FOR SIGN MAINTENANCE.
- PRIOR TO REOPENING TRAFFIC LANES, ALL REQUIRED PAVEMENT MARKINGS (TEMPORARY AND/OR PERMANENT) ARE TO BE IN PLACE.
- PRIOR TO BEGINNING MILLING OPERATIONS, CONTRACTOR SHALL DISCONNECT EACH TRAFFIC SIGNAL LOOP @ INDIVIDUAL PULL BOXES. CONTRACTOR SHALL NOTIFY CITY ENGINEER 48 HOURS BEFORE DISCONNECTING LOOPS SO THAT CONTROLLERS CAN BE REPROGRAMMED BY CITY PERSONNEL PRIOR TO DISCONNECTION.
- WHEN WORK PROGRESSES FROM ONE SEGMENT AREA TO THE NEXT SEGMENT AREA, CONTRACTOR SHALL HAVE IN PLACE ALL REQUIRED TRAFFIC DELINEATORS FOR BOTH SEGMENT AREAS.
- DURING WORK OPERATIONS IN STREET INTERSECTIONS, TRAFFIC SHALL BE DETOURED AND/OR MAINTAINED BY CONTRACTOR'S FLAGMEN.
- WORK SCHEDULE SHALL BE PROVIDED TO THE CITY ENGINEER PRIOR TO BEGINNING WORK SHOWING LANE AND SEGMENT AREA TO BE WORKED ON A DAILY BASIS.
- NEW VEHICLE DETECTOR LOOPS ARE TO BE PLACED IN EXISTING PAVEMENT AFTER MILLING OPERATIONS AND PRIOR TO OVERLAY OPERATIONS.



PHASING SCHEDULE

LANE DESIGNATION	4	3	2	1	4	3	2	1	4	3	2	1
UTILITY LOWERING	*				*				*			
CONSTRUCTION TRAFFIC												
NORTH/EAST BOUND TRAFFIC	■	■	■	■	■	■	■	■	■	■	■	■
SOUTH/WEST BOUND TRAFFIC	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
MILLING	▲				▲				▲			
CONSTRUCTION TRAFFIC												
NORTH/EAST BOUND TRAFFIC	■	■	■	■	■	■	■	■	■	■	■	■
SOUTH/WEST BOUND TRAFFIC	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
OVERLAY (HMAC)	▲				▲				▲			
CONSTRUCTION TRAFFIC												
NORTH/EAST BOUND TRAFFIC	■	■	■	■	■	■	■	■	■	■	■	■
SOUTH/WEST BOUND TRAFFIC	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
UTILITY ADJUSTMENT	*				*				*			
CONSTRUCTION TRAFFIC												
NORTH/EAST BOUND TRAFFIC	■	■	■	■	■	■	■	■	■	■	■	■
SOUTH/WEST BOUND TRAFFIC	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆



TYPE	DESCRIPTION
CW1-4A (L OR R)	OR
CW1-6A	
CW4-2 (L OR R)	OR
CW13-1A	XX MPH (30 MPH)
CW20-1D	ROAD CONSTRUCTION AHEAD
CW20-4D	ONE LANE ROAD AHEAD
CW20-5D (L OR R)	RIGHT LANE CLOSED AHEAD LEFT LANE CLOSED AHEAD
CW20-7D	FLAGMAN AHEAD
CW21-5A	SHOULDER WORK
G20-2	END CONSTRUCTION

STATE OF TEXAS
ROBERT J. MALY
REGISTERED PROFESSIONAL ENGINEER
No. 19191

CITY OF ADDISON, TEXAS
ADDISON ROAD OVERLAY

GENERAL NOTES / TRAFFIC CONTROL

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DESIGN BY: RJM	DATE: _____	REVISIONS BY: _____	DATE: MAY 1991
DRAWN BY: TAS			JOB NO: 91009
CHECKED BY: RJM			SHEET NO. 1 OF 36