

GENERAL NOTES

1. SAWCUT STRAIGHT LINE 1' INTO EXISTING A.C. PAVEMENT, EXACT LOCATION TO BE VERIFIED BY OWNER'S REPRESENTATIVE.
2. MATCH EXISTING FINISH GRADES AT PROJECT LIMITS AND WHERE REQUIRED TO MATCH AT EXISTING ROADS.
3. THE LOCATIONS OF EXISTING FEATURES AND UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE, AND ARE NOT SHOWN IN THE PROFILES. ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS IN THE FIELD AS NECESSARY, PRIOR TO BEGINNING WORK. THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES ENCOUNTERED IN THE FIELD SHALL BE RECORDED ON THE CONTRACTOR'S RECORD DRAWINGS. CONTACT LOCAL UTILITY COMPANIES PRIOR TO ANY/ALL EXCAVATIONS.
4. ALL WORK SHALL BE CONTAINED WITHIN THE RIGHT OF WAY UNLESS NOTED OTHERWISE ON DRAWINGS OR AUTHORIZED BY THE ENGINEER.
5. ADJACENT AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITION OR BETTER.
6. GRADING AND FINAL SURFACING ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER TO FIT SITE CONDITIONS.
7. SEE TYPICAL SECTIONS FOR APPROXIMATE LIMITS OF EXCAVATION. EXCAVATION SHALL BE CARRIED DOWN TO SUITABLE SUBGRADE MATERIAL AS VERIFIED BY THE ENGINEER.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS AS NECESSARY TO COMPLY WITH FEDERAL, STATE, AND MUNICIPAL LAWS THAT PROHIBIT UNPERMITTED DISCHARGE OF POLLUTANTS, INCLUDING SEDIMENTS, THAT ARE A RESULT OF EROSION AND OTHER CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONDUCT ALL WORK SO SEDIMENT IS NOT TRANSPORTED ONTO THE ROADWAY OR ADJACENT PROPERTY.
9. CONTRACTOR SHALL KEEP UP-TO-DATE REDLINED PLAN SET ON-SITE.
10. EXTENTS OF IMPROVEMENTS SHOWN IN PLANS AND SUMMARY TABLES ARE APPROXIMATE AND SUBJECT TO CHANGE AFTER SITE PRE-CLEANING.
11. PROFILE GRADES ARE APPROXIMATE AND PROVIDED FOR REFERENCE ONLY.
12. ADJUST ALL PAVEMENT PENETRATIONS TO FINAL GRADE PRIOR TO PAVING.

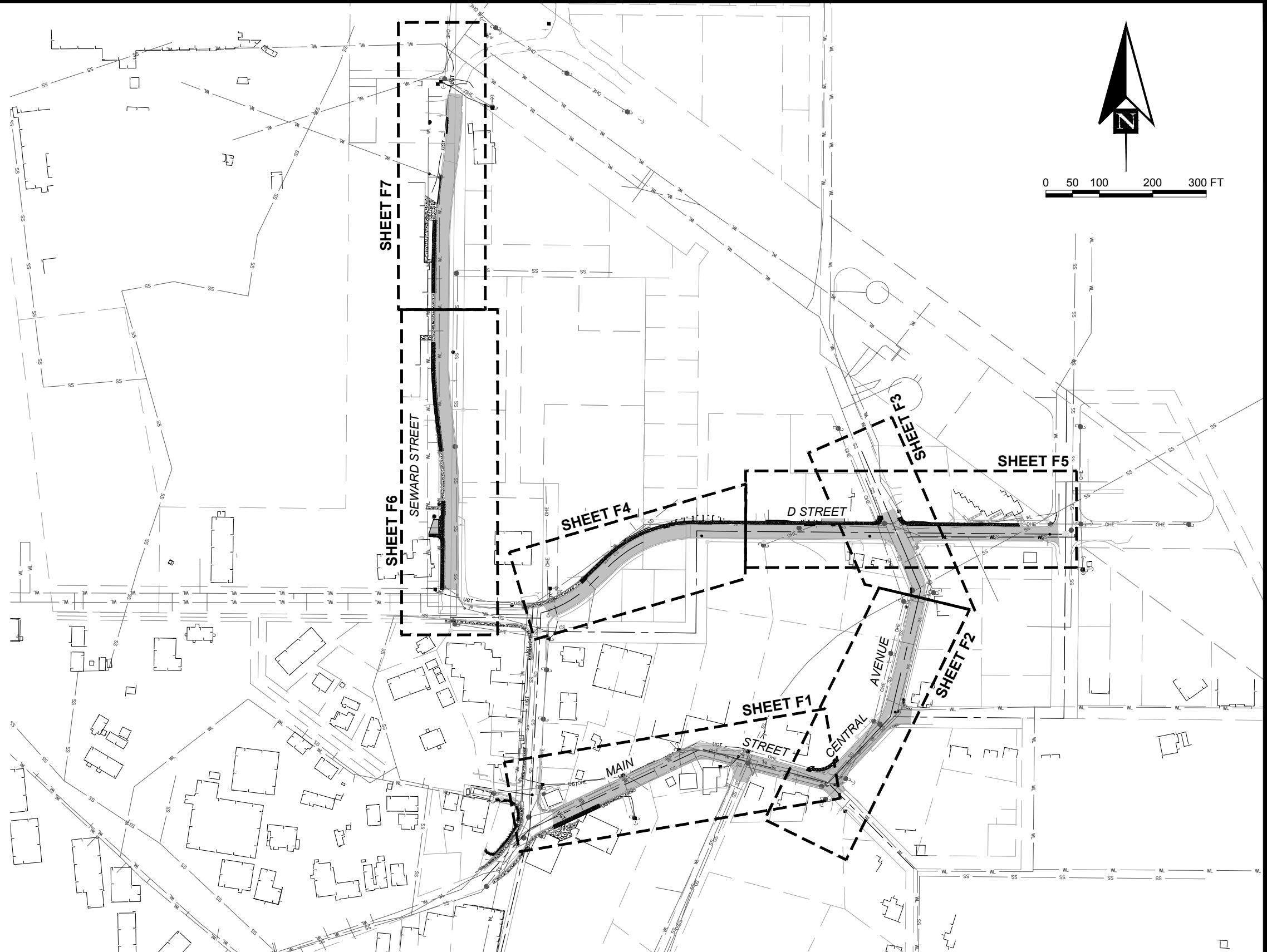
IF ANY PAVEMENT PENETRATION REQUIRES GRADE ADJUSTMENT AFTER FINAL LIFT PAVING, AS DETERMINED BY THE OWNER'S REPRESENTATIVE, SAW CUT A NEAT LINE ALONG THE PAVEMENT TO BE REMOVED. USE AN INFRARED HEATER TO HEAT THE EXISTING PAVEMENT; EQUIPMENT AND MAXIMUM TEMPERATURE SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE. REPLACE THE REMOVED ASPHALT WITH NEW HOT MIX ASPHALT AND THOROUGHLY COMPACT. SEAL JOINTS, AT LEAST 12 INCHES WIDE CENTERED ON JOINT, USING ASPHALT SYSTEMS GSB-88, OR APPROVED EQUAL, WHILE THE HOT MIX ASPHALT IS CLEAN, FREE OF MOISTURE AND PRIOR TO STRIPING.

THERE SHALL BE NO PAYMENT FOR ADDITIONAL WORK CAUSED BY FAILURE TO ADJUST PAVEMENT PENETRATIONS TO FINAL GRADE.

13. PLACE 4" TOPSOIL AND SEED ANY AREAS DISTURBED BY CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ADOT STANDARD DRAWINGS APPLY TO THIS PROJECT:

- C-04.12, C-05.20
- D-20.05, D-22.01, D-23.01, D-24.00
- S-00.11, S-01.01, S-05.01, S-30.04
- T-21.03, T-23.00



ISSUED FOR BID
6/18/19

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REV	DATE	DESCRIPTION



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DILLINGHAM STREETS REHABILITATION

SHEET LAYOUT AND GENERAL NOTES

DESIGNED BY: JG	DATE: 6/18/19	SHEET NO: A2 OF A4
CHECKED BY: PK	PROJECT NO: 181157	