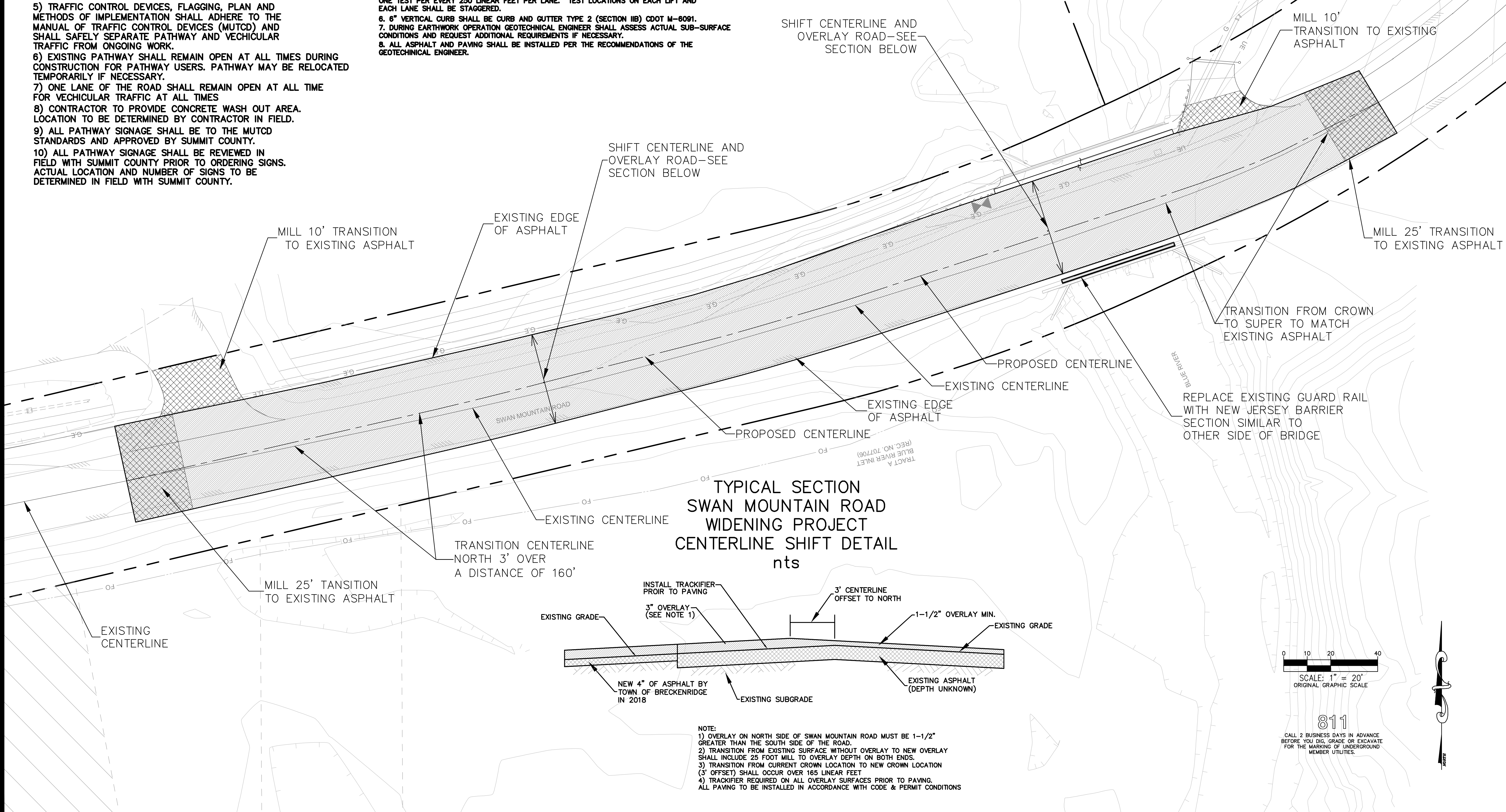


GENERAL NOTES:

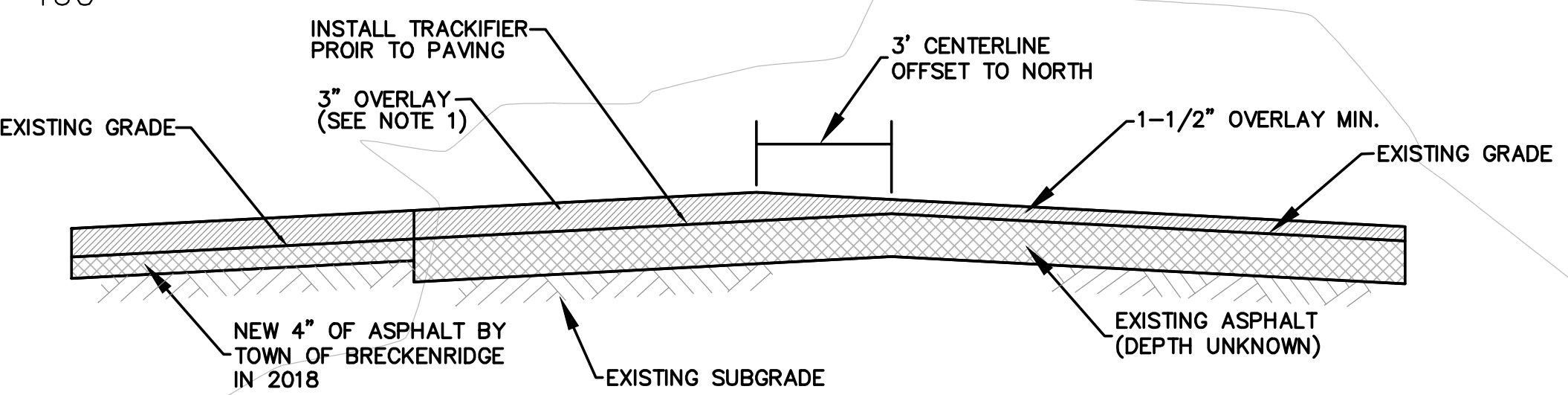
- 1) CONTRACTOR RESPONSIBLE FOR OBTAINING ALL TRAFFIC CONTROL PERMITS FOR THE TEMPORARY RELOCATION OF THE PATHWAY FROM SUMMIT COUNTY PRIOR TO START OF CONSTRUCTION. CONTRACTOR TO SUBMIT A DETAILED TRAFFIC CONTROL PLAN TO SUMMIT COUNTY WITHIN TWO WEEKS OF BEING AWARDED THE CONTRACT.
- 2) CONTRACTOR RESPONSIBLE FOR PROVIDING ALL TRAFFIC CONTROL SIGNAGE, BARRELS, FLAGGING ETC. REQUIRED BY SUMMIT COUNTY FOR THE TEMPORARY RELOCATION OF THE PATHWAY DURING CONSTRUCTION. CONTRACTOR TO PROVIDE ALL NECESSARY PERSONEL REQUIRED TO MANAGE THE TRAFFIC CONTROL REQUIREMENTS AS APPROVED BY SUMMIT COUNTY.
- 3) CONTRACTOR RESPONSIBLE FOR COORDINATING ALL PATH AND ROAD RECONFIGURATIONS WITH SUMMIT COUNTY OPEN SPACE AND TRAILS DEPARTMENT ONE WEEK PRIOR TO ANY TEMPORARY PATH RECONFIGURATIONS.
- 4) CONTRACTOR RESPONSIBLE FOR OPENING THE PATHWAY OVERNIGHT AND ON WEEKENDS WHENEVER POSSIBLE.
- 5) TRAFFIC CONTROL DEVICES, FLAGGING, PLAN AND METHODS OF IMPLEMENTATION SHALL ADHERE TO THE MANUAL OF TRAFFIC CONTROL DEVICES (MUTCD) AND SHALL SAFELY SEPARATE PATHWAY AND VEHICULAR TRAFFIC FROM ONGOING WORK.
- 6) EXISTING PATHWAY SHALL REMAIN OPEN AT ALL TIMES DURING CONSTRUCTION FOR PATHWAY USERS. PATHWAY MAY BE RELOCATED TEMPORARILY IF NECESSARY.
- 7) ONE LANE OF THE ROAD SHALL REMAIN OPEN AT ALL TIME FOR VEHICULAR TRAFFIC AT ALL TIMES
- 8) CONTRACTOR TO PROVIDE CONCRETE WASH OUT AREA. LOCATION TO BE DETERMINED BY CONTRACTOR IN FIELD.
- 9) ALL PATHWAY SIGNAGE SHALL BE TO THE MUTCD STANDARDS AND APPROVED BY SUMMIT COUNTY.
- 10) ALL PATHWAY SIGNAGE SHALL BE REVIEWED IN FIELD WITH SUMMIT COUNTY PRIOR TO ORDERING SIGNS. ACTUAL LOCATION AND NUMBER OF SIGNS TO BE DETERMINED IN FIELD WITH SUMMIT COUNTY.

ROADWAY GENERAL NOTES:

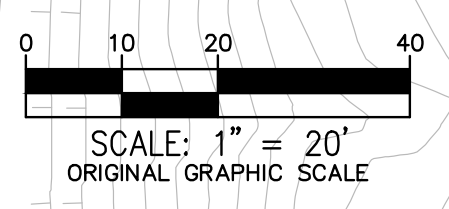
1. EARTHWORK OPERATIONS SHALL BE IN ACCORDANCE WITH GEOTECHNICAL RECOMMENDATIONS FOR THE PROJECT AND MAY VARY BASED UPON FIELD CONDITIONS.
2. PAVING SHALL NOT START UNTIL SUBGRADE COMPACTING TESTS ARE TAKEN AND MEET THE REQUIREMENTS OF THE GEOTECHNICAL ENGINEER AND/OR SUMMIT COUNTY STANDARDS, WHICHEVER ARE MORE STRINGENT.
3. THE PAVEMENT SECTION SHALL BE IN ACCORDANCE WITH THE GEOTECHNICAL REPORT FOR THIS PROJECT.
4. THE CONTRACTOR SHALL SAW-CUT ALL EXISTING PAVEMENT WHERE MATCH LINES WITH EXISTING EDGE OF PAVEMENT OCCUR AND COMPLY WITH STEP DETAIL ON PLANS.
5. PORTLAND CEMENT CONCRETE SHALL MEET THE FOLLOWING REQUIREMENTS:
 - A. COMPRESSIVE STRENGTH OF 4000 PSI AFTER 28 DAYS OF CURE TIME;
 - B. AIR CONTENT OF 6.5% ± 1.5%;
 - C. MAXIMUM SLUMP OF 3";
 - D. "FIBER MESH" FIBERS SHALL BE ADDED TO CONCRETE FOR STRENGTH, AT A RATE OF 1.5 POUNDS OF FIBER PER CUBIC YARD OF CONCRETE.
6. COMPACTION TESTING FOR THE BASE COURSE IN THE ROADWAY SHALL MEET 95% OF MODIFIED PROCTOR (ASTM D-1557) THE MATERIAL BEING WITHIN 2.0 PERCENT OF OPTIMUM MOISTURE. EACH LIFT OF ASPHALT SHALL MEET THE MINIMUM DENSITY OF 92-96 PERCENT MAXIMUM THEORETICAL DENSITY AS DETERMINED BY THE RICE DENSITY METHOD (ASTM D-2041). TESTS SHALL BE MADE AT A FREQUENCY OF EVERY 200 LINEAR FEET AND AT EVERY 12" COMPACTED LIFT OF FILL PLACED, AND FOR EVERY LIFT OF ASPHALT PLACED OR ROLLED. ASPHALT DENSITY TESTING SHALL BE PERFORMED ON EACH LIFT AT INTERVALS OF ONE TEST PER EVERY 250 LINEAR FEET PER LANE. TEST LOCATIONS ON EACH LIFT AND EACH LANE SHALL BE STAGGERED.
7. 6" VERTICAL CURB SHALL BE CURB AND GUTTER TYPE 2 (SECTION IIB) CDOT M-6091.
8. DURING EARTHWORK OPERATION GEOTECHNICAL ENGINEER SHALL ASSESS ACTUAL SUB-SURFACE CONDITIONS AND REQUEST ADDITIONAL REQUIREMENTS IF NECESSARY.
9. ALL ASPHALT AND PAVING SHALL BE INSTALLED PER THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.



TYPICAL SECTION SWAN MOUNTAIN ROAD WIDENING PROJECT CENTERLINE SHIFT DETAIL nts



- NOTE:
- 1) OVERLAY ON NORTH SIDE OF SWAN MOUNTAIN ROAD MUST BE 1-1/2" GREATER THAN THE SOUTH SIDE OF THE ROAD.
 - 2) TRANSITION FROM EXISTING SURFACE WITHOUT OVERLAY TO NEW OVERLAY SHALL INCLUDE 25 FOOT MILL TO OVERLAY DEPTH ON BOTH ENDS.
 - 3) TRANSITION FROM CURRENT CROWN LOCATION TO NEW CROWN LOCATION (3' OFFSET) SHALL OCCUR OVER 165 LINEAR FEET
 - 4) TRACKIFIER REQUIRED ON ALL OVERLAY SURFACES PRIOR TO PAVING. ALL PAVING TO BE INSTALLED IN ACCORDANCE WITH CODE & PERMIT CONDITIONS



811

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

| No. | Revision/Issue | Date | Description |
|-----|-------------------------------|---------|-------------------------------|
| 2 | BID DOCUMENT PRELIMINARY PLAN | 1/25/19 | BID DOCUMENT PRELIMINARY PLAN |
| 1 | BID DOCUMENT PRELIMINARY PLAN | 1/4/19 | BID DOCUMENT PRELIMINARY PLAN |

SUMMIT COUNTY
2019 PATHWAY IMPROVEMENTS
SWAN MOUNTAIN ROAD/HWY 9
SWAN MOUNTAIN OVERLAY PLAN

TEN MILE ENGINEERING, INC.
 Professional Civil Engineer's
 Po Box 1785
 Frisco, CO 80443
 970.485.5773
 tenmileengineer@aol.com

| | |
|---------|------------|
| Project | OST 19-001 |
| Date | 1/4/19 |
| Scale | 1"=20' |
| Sheet | 2 |